Finding of No Significant Impact

California Forest Highway 114, Hyampom Road
State Route 3 (Hayfork) to Hyampom
Trinity County, California

Existing

Proposed

Prepared by

Federal Highway Administration
Central Federal Lands Highway Division

September 2006

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Central Federal Lands Highway Division

FINDING OF NO SIGNIFICANT IMPACT

For
Reconstruction of a Portion of

California Forest Highway (FH) 114, Hyampom Road, from State Route 3 in Hayfork) to Hyampom, a distance of 35.4 kilometers (22.0 miles).

This Finding of No Significant Impact is submitted pursuant to:

42 U.S.C. 4332 (2)(c) and 49 U.S.C. 303

The Federal Highway Administration, Central Federal Lands Highway Division, has determined that this project, for which Alternative 2, Reconstruct Existing Alignment, has been selected, will have no significant impact on the human or natural environment. Principle areas of public controversy have been addressed, and there are no major unresolved issues outstanding. This finding is based on the Environmental Assessment, coordination with State and Federal agencies; public involvement; and applicable laws, executive orders, and regulations. The Environmental Assessment, with clarifications contained herein, accurately and adequately discusses the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. The Finding of No Significant Impact lists environmental commitments to be carried out by the FHWA in order to minimize unavoidable impacts. The Environmental Assessment provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The Federal Highway Administration takes full responsibility for the accuracy, scope, and content of the following Environmental Assessment.

James W. Keeley

James W Keeley, P.E. Project Delivery Engineer

9/28/06

Date

In Cooperation With:

United States Forest Service
California Department of Transportation
Trinity County

Contents

1.0 Executive Summary of the Environmental Assessment

Introduction

The *Environmental Assessment* (EA), prepared in accordance with the National Environmental Policy Act (NEPA), analyzed the potential environmental impacts associated with reconstructing California Forest Highway 114 in the Shasta-Trinity National Forest, Trinity County. This road is also identified as Trinity County Road 301, and is locally known as Hyampom Road. The eastern terminus of the road begins at the junction with State Route (SR) 3 in Hayfork, and proceeds 35.4 kilometers (km) (22.0 miles [mi.]) westerly to the community of Hyampom at the western terminus (see Figure 1). Hyampom Road is the only year-round route that serves the town of Hyampom.

The Federal Highway Administration (FHWA), Central Federal Lands Highway Division (CFLHD), in cooperation with the United States Forest Service (USFS) and Trinity County (County), is proposing to reconstruct approximately 16.1 km (9.8 mi.) of Hyampom Road. The total route is divided into six segments as described in Table 1 and shown on Figure 2. The EA evaluated Segments 2, 3, 4, and 5. FHWA was the lead agency for the EA under NEPA.

Trinity County is the lead agency for environmental document preparation and circulation under the California Environmental Quality Act (CEQA). Segments 1 and 3 have been evaluated previously by the County (Trinity County 2001a, 2003b, 2003c) in compliance with CEQA. Segment 3 reconstruction will require Federal funds, therefore Segment 3 was evaluated in the EA as well as Segments 2, 4, and 5. The CEQA documentation will remain separate from the NEPA document. Segment 1 will not be receiving any federal funds, and was not evaluated in the EA. Trinity County certified the CEQA Negative Declaration for Segment 1 in September 2001. Also, Trinity County completed a Final Environmental Impact Report (EIR) in compliance with CEQA for Segment 3 in 2003. This leaves a separate EIR for Segments 2, 4, and 5, which Trinity County plans to complete in late 2006. The information in the NEPA and CEQA documents is the same, although the format and emphasis is different under each law.

TABLE 1
Description of Hyampom Road Segments

Segment	Kilometer Post	Length (Kilometers)	Milepost	Length (Miles)	Agency Responsible for Construction
1	0.0 to 5.9	5.9	0.0 to 3.7	3.7	Trinity County
2	5.9 to 10.6	4.7	3.7 to 6.6	2.9	FHWA
3	10.6 to 12.8	2.2	6.6 to 8.3	1.5	Trinity County
4	12.8 to 16.4	3.6	8.3 to 10.2	1.9	FHWA
5	16.4 to 22.0	5.6	10.2 to 13.7	3.5	FHWA
6	22.0 to 35.4	13.4	13.7 to 22.0	8.3	No proposed work

Note: The kilometer posts and mileposts are based on the Proposed Project design, and do not correspond directly to the distance along the existing roadway. Also, Trinity County's Final Environmental Impact Report identifies Segment 3 as being from milepost 6.8 to 8.3. Although the mileposts do not match, the physical locations of the beginning and ending of Segment 3 are the same for both the County's project and the FHWA's project.

Purpose and Need

The purpose (objective) of the proposed Hyampom Road project is to:

- Provide a safe, year round, all weather access to Hyampom
- Provide a consistent-width, two-lane roadway alignment to enhance the safety for current and future traffic
- Ensure mobility for emergency response, school buses, postal service, and other delivery vehicles
- Reduce roadway maintenance concerns
- Provide better access for administration of United States Forest Service lands

The Proposed Project would address four general types of needs: roadway deficiencies, maintenance, safety, and social and economic conditions.

Alternatives

The No Action Alternative and five build alternatives were identified for the Hyampom Road Project during project meetings and by the public. Alternatives included:

- Alternative 1 - No Action
- Alternative 2 - Reconstruct Existing Alignment
- Alternative 3 - Reconstruct Alternative Forest Service Road
- Alternative 4 - Reconstruct Existing Alignment to Meet Higher Design Standard
- Alternative 5 – Bridging Ravines in Segments 4 and 5
- Alternative 6 – Spot Improvements

An evaluation of engineering, economic, and environmental factors resulted in the selection of two alternatives (Alternatives 1 and 2) for further analysis. Alternatives 3 through 6 were considered early in the project development process but were eliminated from detailed analysis because they did not meet the purpose and need for the project, created greater environmental impacts resulting from construction, or had substantially higher construction costs.

Alternative 2 includes reconstructing, repaving, widening, and modifying the alignment within the existing roadway corridor. The Proposed Project will include developing a consistent two-lane roadway with shoulders, reducing the severity of existing tight-radius curves, placing new and/or additional surface and subsurface drainage systems, replacing one bridge, widening and rehabilitating another bridge, constructing a new bridge (to replace a culvert), constructing retaining walls, and placing guardrails in strategic locations.

Reconstruction of Segment 1 was completed in 2006, and Segment 3 is proposed for 2007 and 2008. Reconstruction of Segment 5 and a portion of Segment 4 is proposed to begin in late 2007 and continue through three construction seasons to 2010. Reconstruction of Segment 2 and portions of Segment 4 have been delayed until 2015 because of recent adjustments in the federal funding schedule and public concern about the duration of construction delays. All proposed construction project schedules are subject to the availability of funding. No work is scheduled for Segment 6.

The County will be responsible for acquiring the right-of-way for the widened and realigned portions of the road through private properties. The County will also be responsible for future maintenance and management of Hyampom Road (County Road 301).

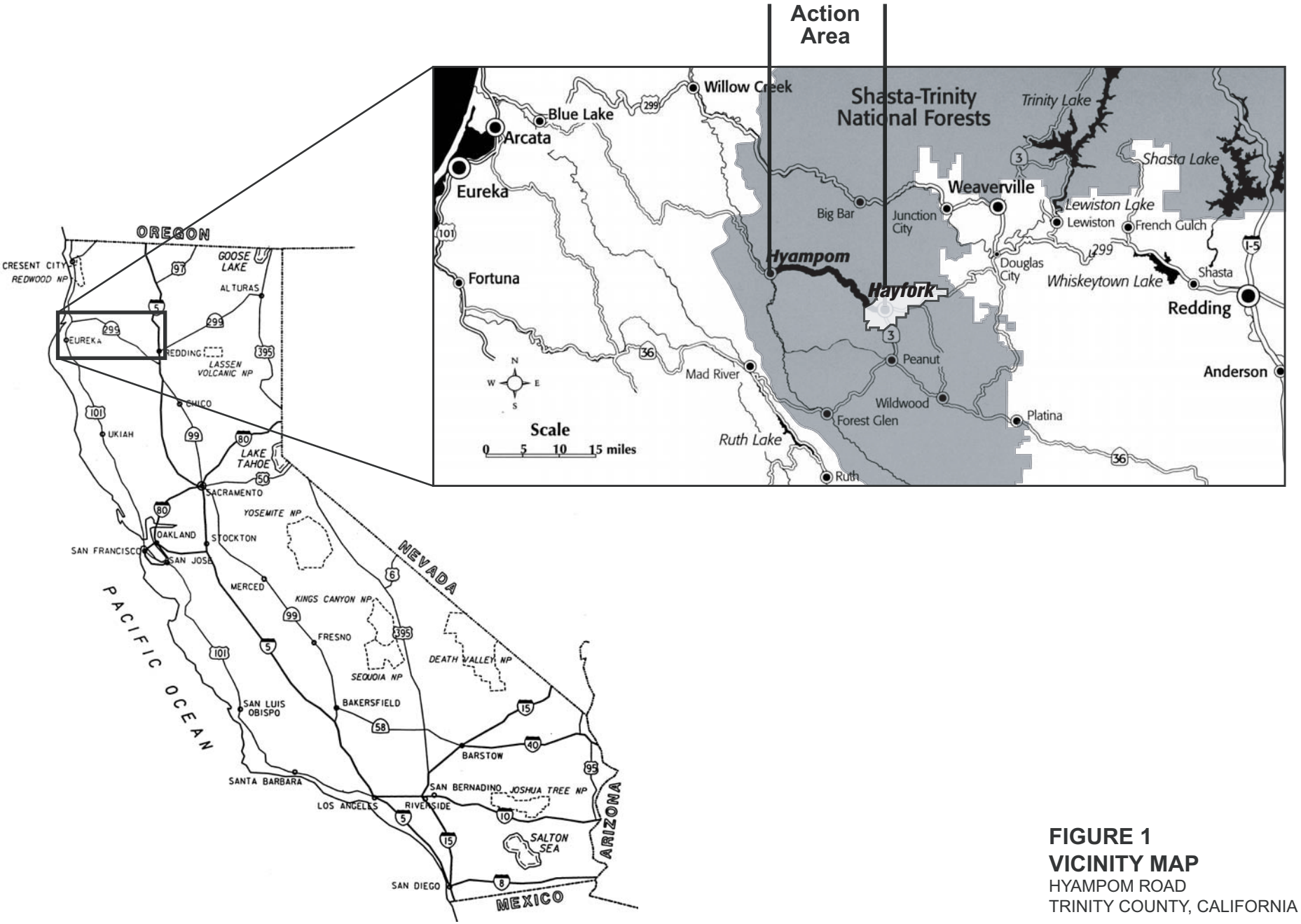

FIGURE 1
VICINITY MAP
HYAMPOM ROAD
TRINITY COUNTY, CALIFORNIA

CH2MHILL

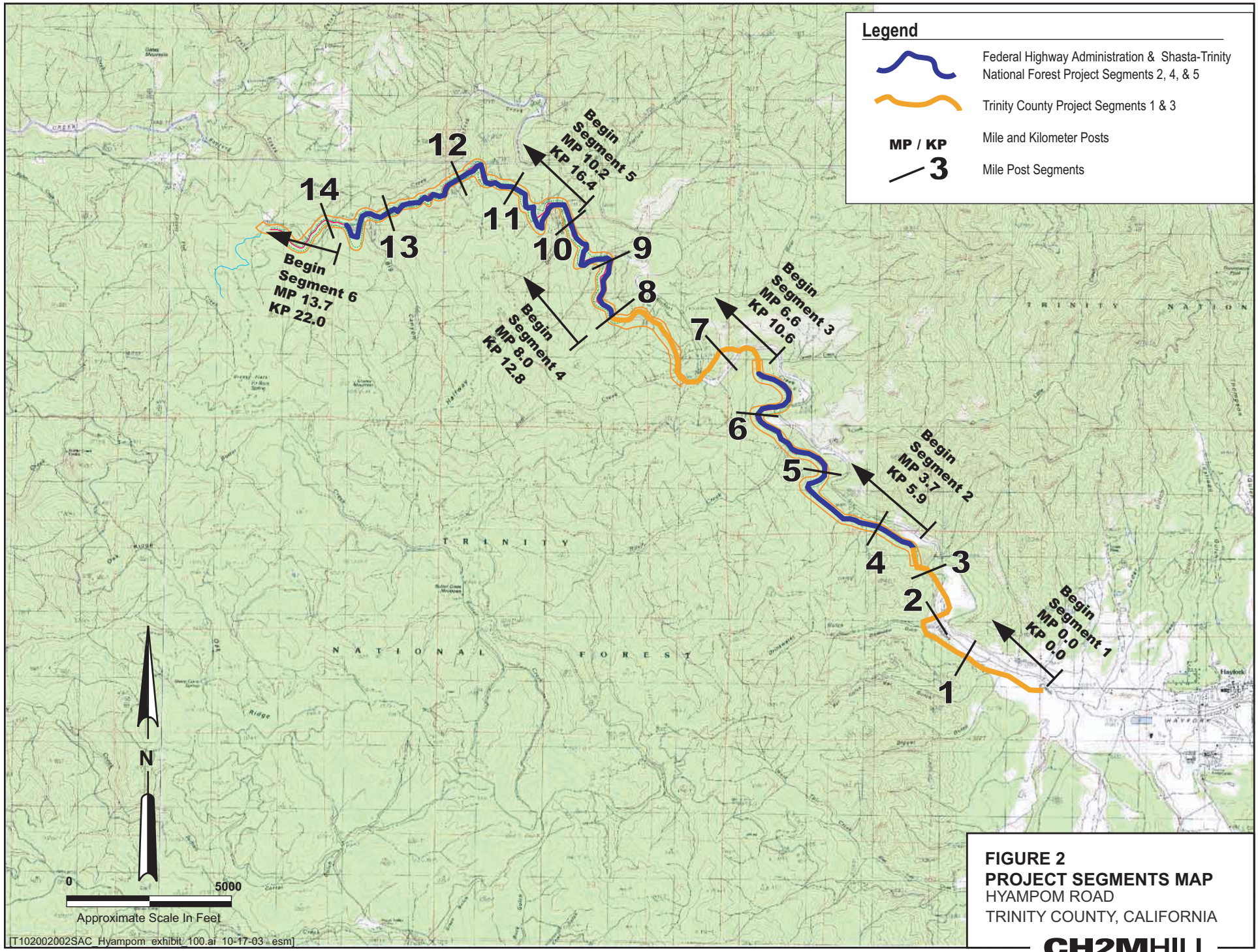

FIGURE 2
PROJECT SEGMENTS MAP
HYAMPOM ROAD
TRINITY COUNTY, CALIFORNIA

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Unresolved Issues

Based on consultation with the California State Historic Preservation Officer (SHPO), there is only one site that is potentially historic, a work camp adjacent to the roadway in Segment 4. Its eligibility for listing in the National Register of Historic Places cannot be determined at this time. Because construction in the vicinity of this site is not scheduled until 2015, the research needed to determine the eligibility of this site will not be done now, but will be undertaken prior to construction in that area. If it is eligible for listing, mitigation for impacts to the site will be coordinated with the SHPO.

Summary of Impacts

Table 2 presents a summary of potential construction and operation impacts associated with the no action and Proposed Project alternatives with implementation of mitigation measures.

TABLE 2
Summary of Potential Proposed Project Construction and Operation Impacts

Resource	Alternative 1 – No Action	Alternative 2 – Reconstruct Existing Alignment Construction Phase (Short Term)	Alternative 2 – Reconstruct Existing Alignment Operation Phase (Long Term)
Land Use	*No Effect*	*No Effect*	*No Effect*
Traffic Operations	*Effect:* Continued poor access; potential for failure of road and complete impassibility.	*Effect:* Temporary road closures, no official detour available. *Effect:* Some additional use of Forest Development Roads.	*Beneficial Effect:* Improved reliability of access.
Community	*Effect:* Potential to lose complete accessibility; continued poor accessibility.	*Effect:* Temporary delay of circulation and movement (daily road closures [up to 4 hours at a time] and occasional night closures with 30 minute delays). Coordination needed to maintain emergency access to area. Coordination needed to maintain access for school resources and mail delivery.	*Beneficial Effect:* Increase of long-term economic viability through improved access.
Economic	*Effect:* Potential to lose economic viability if roadway becomes more impassible.	*Effect:* Delays in daily deliveries and access to tourism destinations *Beneficial Effect:* Creates jobs (up to 3 direct, 6 indirect and 2 induced new jobs) and brings money into the community through construction workers' spending	*Beneficial Effect:* Increase of long-term economic viability through improved access and safety.
Air Quality	*No Effect*	*Effect:* Temporary dust	*No Effect*
Noise	*No Effect*	*Effect:* Temporary increase in	*No Effect*

TABLE 2
Summary of Potential Proposed Project Construction and Operation Impacts

Resource	Alternative 1 – No Action	Alternative 2 – Reconstruct Existing Alignment Construction Phase (Short Term)	Alternative 2 – Reconstruct Existing Alignment Operation Phase (Long Term)
		noise due to construction	
Floodplains	*Effect:* Road remains in the 100-year floodplain.	*Effect:* Temporary work inside floodplain.	*Effect:* Placement of fill within the floodplain will modify the boundary of the floodplain slightly, but will not increase the 100-year flood level by more than the 0.3-m (1.0-ft.) rise threshold as allowed by FEMA standards. No structures will be jeopardized by the raise in flood level. *Beneficial Effect:* Road will be raised outside of floodplain; reduction in roadway flooding.
Wetlands	*Effect:* Ongoing erosion into wetlands.	*Effects:* Removal of several small wetlands and disturbance of the streambeds of some Waters of the U.S. New wetlands will be created and streambeds restored as mitigation.	*Beneficial Effect:* Net increase in wetland area (with mitigation).
Water Quality	*Effect:* Ongoing erosion into waterways.	*Effect:* Potential for increased sediment to enter Hayfork Creek, its tributaries, and other aquatic features. Preventative measures will reduce the potential, but not eliminate it. Removal of some riparian vegetation.	*Effect:* Replacement riparian vegetation will take several years to mature. *Beneficial Effect:* Reduction of erosion, sedimentation and roadway pollutant run-off into waterways
General Wildlife	*No Effect* beyond existing effects.	*Effect:* Up to 96 hectares (237 acres) of mixed coniferous forest habitat could be removed. Most of the forest vegetation removal will be permanent because the majority of the revegetation will be with native grasses and other low growing species. Some tree seedlings may be planted in the ravine fill areas that are far enough from the road so that the trees will not interfere with sight distance or threatening the roadway. *Effect:* Loss of 6.5 acres of upland and riparian habitat within the Critical Deer Winter Range.	*Effect:* Some removal of mixed coniferous forest habitat will be permanent, particularly within the clear zone of the reconstructed roadway. Replacement vegetation (trees and other native species) will take several years to mature *Beneficial Effect:* Long-term conversion of some forest habitat to low-growing plant species within the Critical Deer Winter Range.

TABLE 2
Summary of Potential Proposed Project Construction and Operation Impacts

Resource	Alternative 1 – No Action	Alternative 2 – Reconstruct Existing Alignment Construction Phase (Short Term)	Alternative 2 – Reconstruct Existing Alignment Operation Phase (Long Term)
Threatened and Endangered Species	*No Effect* beyond existing effects.	*Effect:* Construction noise may affect bald eagle and northern spotted owl (NSO). *Effect:* Some temporary and permanent disturbance within NSO habitat due to tree removal. Removal of up to 8.5 ha (21 ac.) of NSO critical habitat. *Effect:* Potential disturbance to coho salmon due to sedimentation. *Effect:* Adverse effect to NSO, may affect, not likely to adversely affect Trinity bristlesnail, willow flycatcher, bald eagle, and coho salmon.	*Effect:* Replacement riparian and upland vegetation will take several years to mature; some permanent disturbance of habitat for Trinity bristlesnail, bald eagle, and NSO, coho salmon. Removal of up to 8.5 ha (21 ac.) of NSO critical habitat.
Species of Concern	No Effect beyond existing effects.	*Effect:* Temporary disturbance of foraging habitat (creek and riparian and upland areas) for osprey and minor impacts to foothill yellow-legged frog and northwestern pond turtle habitats. *Effect:* Adverse effect to Clustered lady's slipper and Niles' madia. Effects will not lead to a trend toward listing of these species. Short term disturbance to habitat that may affect, but are not likely to adversely affect seven plant species, four invertebrate species, two fish species, three amphibian species, one reptile species, two bird species, and eight mammal species.	*Effect:* Replacement riparian and upland vegetation will take several years to mature. *Effect:* Some permanent disturbance of foraging habitat (creek and riparian and upland areas) for osprey and minor impacts to foothill yellow-legged frog and northwestern pond turtle habitats.
Cultural Resources	*No Effect* beyond existing effects.	*Effect:* Potential to uncover cultural resources during construction.	*No Effect* beyond existing effects.
Hazardous Materials	*No Effect*	*No Effect*	*No Effect*

TABLE 2
Summary of Potential Proposed Project Construction and Operation Impacts

Resource	Alternative 1 – No Action	Alternative 2 – Reconstruct Existing Alignment Construction Phase (Short Term)	Alternative 2 – Reconstruct Existing Alignment Operation Phase (Long Term)
Visual and Aesthetics	*No Effect*	*Effect:* Construction activities will create visual impacts. *Effect:* Up to 96 hectares (237 acres) of mixed coniferous forest habitat could be removed. Most of the forest vegetation removal will be permanent because the majority of the revegetation will be with native grasses and other low growing species. Some tree seedlings may be planted in the ravine fill areas that are far enough from the road so that the trees will not interfere with sight distance or threatening the roadway.	*Effect:* More open feel to the roadway due to wider roadway surface and removal of trees on the cut and fill slopes of the roadway. Some removal of mixed coniferous forest habitat will be permanent, particularly within the clear zone of the reconstructed roadway. Replacement vegetation (trees and other native species) will take several years to mature *Effect:* Both cut and fill slopes and retaining walls will be visible from the roadway.
Invasive Weeds	*Effect:* Some transport of weeds by motor vehicles.	*Effect:* Potential to spread weeds will require preventative measures.	*Effect:* Some transport of weeds by motor vehicles. There will be some additional weeds in the area after construction.

2.0 Clarifications on and Corrections to the Environmental Assessment

The following are clarifications, corrections, or additions to information provided in the EA.

Page 2 First paragraph, line 2, change " proposed to begin in 2008" to "proposed to begin in late 2007."

Line 4, change "2010" to "2015."

Page 3-4 Corrections have been made to Table 2. See Table 2 on pages 3 through 5 of this document.

Page 13 First full paragraph, lines 13 through 16 delete "Construction of Segment 5 and portions of Segment 4 have been delayed until 2008 because of recent adjustments in the federal funding schedule. Reconstruction of Segment 2 and the remaining portions of Segment 4 are scheduled to begin in 2010." and replace with "Construction of Segment 5 and portions of Segment 4 is proposed to begin in late 2007 and continue through three construction seasons to 2010. Reconstruction of Segment 2 and the remaining portions of Segment 4 is scheduled to begin in 2015."

Page 19 Section 2.1, Introduction, replace the second paragraph, bullet list, and third paragraph with the following:

This chapter describes the No Action Alternative and the five build alternatives that were identified for the Hyampom Road Project during SEE Team meetings and by the public. Alternatives included:

- Alternative 1 - No Action
- Alternative 2 - Reconstruct Existing Alignment
- Alternative 3 - Reconstruct Alternative Forest Service Road
- Alternative 4 - Reconstruct Existing Alignment to Meet Higher Design Standard
- Alternative 5 – Bridging Ravines in Segments 4 and 5
- Alternative 6 – Spot Improvements

An evaluation of engineering, economic, and environmental factors resulted in the selection of two alternatives (Alternatives 1 and 2) for further analysis. These two alternatives are further described in Sections 2.2 and 2.3. Alternatives 3 through 6 were considered early in the project development process but were eliminated from detailed analysis because they did not meet the purpose and need for the project, created greater environmental impacts resulting from construction, or had substantially higher construction costs. These alternatives are discussed in Section 2.4.

Page 44 Section 2.4.3, first paragraph, line 2, add "habitat and" before "visual impacts."

Page 44 Section 2.4.3, after first paragraph, add new paragraph:

Bridging some, but not all, of the ravines was also considered. Due to the terrain, there will be an excess of material on this project, which needs to go into fills. Placing a bridge rather than a fill across one or more of the ravines would create even more excess material which would need to be placed elsewhere. Although this would reduce habitat and visual disturbance in the vicinity of the bridge, it would increase habitat and visual disturbance elsewhere on the project. In addition, bridge construction is very expensive compared to the construction of a fill, so the cost of this option would be very high.

Page 44 After section 2.4.3 add new sections:

2.4.4 Alternative 6 – Spot Improvements

Spot improvements could be conducted in the two following ways:

- Repair of discontinuous segments of road by bringing them up to design standards for width, slope, curves, etc.; or
- Repair of specific elements of the road, such as installing guardrail in narrow sections, or providing improvements to specific design elements at intermittent locations (e.g., drainage).

Either spot improvement alternative would be viable for a forest road with a very low level of use (less than 100 vpd); however, the existing use is already higher than would be expected on a forest development road.

2.4.4.1 Repair of Discontinuous Segments

The rationale for this alternative centers on fixing only those areas most in need of repair while avoiding construction on the remainder of the roadway, thereby reducing impacts, especially social impacts during construction. Specifically, the improvements would only include Segment 5 and those portions of Segment 3 that are less than two lanes wide, as well as widening the Nine-Mile bridge.

This alternative was eliminated from further consideration for the following reasons:

- Reconstructing only the single lane portions of the roadway would not consistently eliminate roadway deficiencies, resulting in an incongruous road in terms of widths, and alignment. Although safety and driving hazards would be reduced or eliminated in some areas, hazards would remain in others. For example, Segment 4 includes two hairpin curves which would be inconsistent with the adjacent segments once they are reconstructed, making those curves even more dangerous than they are currently, due to increased driver expectation.
- Unimproved sections of the road would continue to have a variety of design deficiencies, including an inadequate structural section and road surface, substandard roadway width, poor roadside safety, and inadequate surface and subsurface drainage. These design deficiencies would contribute to ongoing safety and maintenance concerns.
- Segment 2 and portions of Segment 3 would remain within the 100-year floodplain, cutting off access to Hyampom during large flood events.

This option would not meet enough of the purpose and need for the project. Although some of the roadway deficiencies could be met by spot improvements, the road would still not meet the minimum roadway standards for width and sight distance, and would continue to have drainage problems due to flooding and a lack of adequate culverts and ditches, and maintenance problems due to inadequate sub-base.

2.4.4.2 Repair of Specific Elements

This option for spot improvements for the proposed project area could include some or all of the following:

- repairing drainage structures;
- installing guardrails; and/or
- adding traffic signals on either end of the single lane portion of the roadway, or at the narrowest portion of the single lane portion.

The rationale for this alternative centers on preserving the road as a rustic back-country road, discouraging increased use, and promoting low vehicle speeds.

This alternative was eliminated from further consideration for the following reasons:

- Although repairing drainage structures would alleviate one design deficiency and ease one maintenance issue, others would remain. The roadway does not have an adequate number of drainage structures, which leads to increased ditch erosion. Even if the number of culverts were increased, this would not address existing safety concerns.
- Adding guardrails without widening the road would effectively narrow the road because drivers naturally "shy away" from the guardrail. The narrower surface would create more conflicts between oncoming traffic, reducing safety.
- If traffic signals were installed, they would have to be at either end of the single lane portion of the roadway due to liability reasons, rather than for just a portion of the single lane section. Due to the length of the longest single lane segment (3.5 miles for Segment 5), drivers would have to wait up to fourteen minutes per traffic light cycle before they could proceed.

This alternative would address individual items in the purpose and need for the project, but would not address enough of the items to afford a substantial improvement of the road condition. In addition, safety of the roadway would either remain the same or become worse as a result of this alternative.

Page 58 First paragraph under Section 3.2.2.2 Alternative 2 – Reconstruction of Existing Alignment, "Construction Phase," delete entire paragraph. (Note: this information is covered under "Operation Phase" on page 59)

Page 59 First full paragraph, line 8, beginning with "The Proposed Project will require…," delete to end of paragraph and replace with:

The Proposed Project will require daily complete road closures up to 4 hours in duration. The construction zone will be open during periods needed for school bus and postal service, and typical commuting hours. While exact times would be negotiated with critical transportation users, a likely scenario would be providing access through the construction project until 8 a.m., during lunch and the mail run (11 to 1 p.m.), at 3:30 p.m., and then

reopening at 5 p.m. The complete closures will total no more than 8 hours on any given day. There will not be any 24-hour closures. Nighttime and Saturday construction will be allowed only for rare circumstances. The road will not be completely closed at night or on Saturdays; instead there will be a maximum of 30 minute delays with traffic being guided through the construction area by flaggers or pilot car. No construction will be allowed on Sundays or holidays. Any night or Saturday closures will be well advertised at least two weeks in advance. Coordination of construction schedules with local and regional traffic as well as emergency vehicles will be required as part of construction plans and specifications. Contract specifications require that the construction contractor must be able to open the road for emergency travel at any time.

Page 59 After first full paragraph, add new paragraphs:

There are no suitable detour routes available in the area. Due to the extended road closures, some travelers who are familiar with the Forest Development Roads (FDRs) in the area may choose to travel those routes rather than wait for the road openings. These routes cannot be designated as detour routes because they are very narrow (less than two lanes), steep, and have tight curves which large vehicles cannot traverse safely.

Travelers who choose to use the FDRs rather than wait for road openings will create some minor impacts to the FDRs and the areas around them. Traffic levels on Hyampom Road average 141 vehicles per day during the construction time period. If one third of the traffic choose to use FDRs rather than wait for road openings, that would be 47 vehicles per day. There are at least 3 possible alternate routes, so additional traffic on any one of these routes would probably not exceed 25 vehicles per day, depending on trip timing and destination. This low volume of traffic should not impact the roadway condition of the FDRs. In addition, this volume of traffic would not result in a substantial increase in impacts to wildlife or cause a substantial increase in sedimentation. The use of these routes would be temporary, and they would not need to be used during the rainy season, because Hyampom Road would be open.

Page 59 First paragraph under “Operation Phase,” line 1, delete “Similar to the construction phase, the operation phase of” and capitalize “the” so that the paragraph begins “The proposed Project is not…”

Page 66 Fourth full paragraph (just above Section 3.3.1.5 Economic Indicators), delete paragraph and replace with the following:

Most businesses in Hyampom rely on commercial delivery services, such as Federal Express and UPS. There are multiple daily pick-ups and drop-offs in Hyampom. The deliveries sometimes include medical supplies. Propane is used for domestic and business purposes, and is delivered to Hyampom by trucks based in Hayfork or Weaverville.

Page 100 Section “Construction Phase, Permanent Loss of Jurisdictional Waters,” first paragraph, line 8, change “0.108 ha (0.26 ac.) of other waters of the United states including Hayfork Creek” to “0.085 ha (0.21 ac.) of Hayfork Creek.”

Page 102 Section “Erosion and Sediment Control, ” second paragraph, line 3, after “native grass and forb seed,” add “non-persistent cereal grains,”

Page 116 - 117 Table 24, the “Effects” for Clustered lady’s slipper (*Cypripedium fasciculatum*) and Niles’ madia (*Madia [Harmonia] doris-nilesiae*) should be “Adverse effect.”

Page 122 Section "Special-Status Plant Species," first paragraph, lines 1 and 2, delete the first sentence.

Lines 6 and 7, delete "(in Action area but outside of cut and fill limits)."

End of paragraph, and new sentence "Cluster (brownie) lady's slipper and Niles madia are located within the cut and fill limits of the project, Canyon Creek stonecrop is outside the cut and fill limits."

Page 128 Section 3.9.5.3, first paragraph, line 1, after "native plant species," add "and non-persistent cereal grains."

Page 129 Fourth bullet from the top of the page, at the end (end of line 3), add "Proposed mitigation includes construction of a snail mitigation area at an abandoned homesite upstream of the project along James Creek on USFS land. There are no structures on the site, but there is a cleared, flat building pad that would be cleared of duff and graded slightly to loosen soil and to improve drainage. Then woody debris will be placed and deciduous trees would be planted, and the duff would be spread back on the area. No existing trees would be removed for site preparation, but 5 to 7 years later some of the newly planted trees would be thinned by felling or girdling to provide standing deadwood and logs for habitat."

Page 133 Section 3.10.2.5 Cultural Resources, second paragraph, replace paragraph with:

Consultation with the State Historic Preservation Office (SHPO) is ongoing for a historic site in Segment 4. The eligibility of the site for listing on the National Register cannot be determined from what is visible on the surface. Prior to construction in the area of the site, research into the context for the site and site testing will be undertaken (as appropriate) to determine the eligibility of the site.

Page 133 Section 3.10.2.5 Cultural Resources, after the third paragraph, add new paragraph:

Some residents of Hyampom have identified parking and picnicking at major stream crossings along Hyampom road as an important aspect of the community's culture.

Page 133 Section 3.10.3.2 Alternative 2 – Reconstruction of Existing Alignment, Construction phase, after last paragraph, add new paragraph:

During construction, picnicking will not be possible at the stream crossings. Pullouts will be included at Dinner Gulch and Big Canyon to accommodate parking and picnicking after construction. Most of the other perennial streams will still have wide areas to pull out because the new road will deviate from the existing alignment, leaving a short segment of flat area where the old road was.

Page 163 Section Segment 4, at the end of the second paragraph (after line 5), add, "In general the slope cuts are 2 to 3 meters (6 to 10 feet) taller than the existing cuts. Due to the height of the existing cuts, the additional height will be above the visual range of drivers and passengers, so the difference will not be noticeable (see Figures 22a, 22b, 23a, and 23b)."

Page 164 Section Segment 5, first paragraph, line 5, after "[Photostation #7])." add "In general the slope cuts are 2 to 3 meters (6 to 10 feet) taller than the existing cuts. Due to the height of the existing cuts, the additional height will be above the visual range of drivers and passengers, so the difference will not be noticeable (see Figures 22a, 22b, 23a, and 23b). In Segment 5 there are seven locations where the cuts are about 17 meters (55 feet) high at their highest point. These match the existing cut heights or are 2 to 3 meters (6 to 10 feet) taller than the existing cuts. The tallest cut will be about 24 meters (78 feet) high."

Page 164 Section Segment 5, first paragraph, line 5 through 7, delete "Unstable uphill slopes will be stabilized with soil nail walls which are covered with textured concrete to aesthetically blend in with the existing natural rock and boulders" and replace with "Unstable uphill slopes will be stabilized with boulders, which will have a rockery facing or with soil nail walls, which will include aesthetic treatments to blend soil nail walls with the surrounding cut slopes, rock outcrops, or rockery facing."

Page 166 Second paragraph, line 2, after "native, non-invasive plant species," add "and non-persistent cereal grains."

Page 171 Section 3.13.2.2 Alternative 2 – Reconstruction of Existing Alignment, Construction Phase, at the end of the second paragraph (after line 6) add "Even with these measures, however, there is expected to be some increase of noxious weeds in the area, particularly of star thistle, which currently exists in the immediate project area."

Page 171 Section Operation Phase, at the beginning of the first paragraph, add "There is expected to be some increase in the amount of noxious weeds in the area."

Page 172 Section 3.13.4.1 Alternative 2 – Reconstruction of Existing Alignment, Construction Phase, second paragraph, end of line 5, add "The final seed mix will be selected in consultation with the USFS botanist, and will consist of a mixture of native seed and non-persistent cereal grains. The cereal grains will establish more quickly than native seeds, which will help prevent erosion and invasion by noxious weed species. The cereal grains will phase out naturally over the first few years, allowing the native grass species to take over. "

Page 174 Section Step 2 – Clearing and Grubbing, first paragraph, lines 4 and 5, delete "Clearing operations will likely occur during the winter between November and February." and replace with "All trees will be removed during the non-nesting season (August 1 to January 31) to avoid direct impacts to eggs or juvenile birds. Trees may be removed during the nesting season if current year surveys indicate any of the following conditions are true: 1) there are no occupied nests, 2) nesting was initiated but failed, or 3) nesting was successful, and fledglings have moved to a point greater than 0.4 km (0.25 mi) from the proposed clearing activities."

Page 174 Section Step 2 – Clearing and Grubbing, second paragraph, end of line 6, add "Mitigation areas that are outside of the construction limits may be prepared at this time, including minor grading and stockpiling and/or spreading of duff and woody debris."

Page 175 Second full paragraph, line 9, after "the surrounding environment." add "or the wall can have a rockery facing."

Page 176 Section Step 7 – Finish Work, first paragraph, lines 3 and 4 delete "grading and vegetating permanent spoils piles to blend with terrain," and replace with "planting trees, shrubs, and other plants in mitigation areas"

Page 179 - 196 Chapter 4 - All mitigation measures identified in Chapter 4 should be replaced with those in Chapter 3, "Environmental Commitments" of this FONSI. (Note: there are two pages 179 and 180 in the document; this comment refers to the second set of pages with these numbers.)

3.0 Environmental Commitments

This section provides a summary of the permits and mitigation measures for Alternative 2 – Reconstruction of Existing Alignment (Proposed Project). Mitigation measures will be implemented as part of the Proposed Project to ensure effects to resources are avoided or minimized. These commitments will be incorporated into Proposed Project design or implemented during construction and/or operation and maintenance of the Proposed Project and are described below.

These lists of permits and environmental commitments supersede the mitigation measures identified in the Environmental Assessment.

Permits	**Agency/Person Responsible**	**Type of Action**
CWA, Section 402, NPDES permit – California State, North Coast Regional Water Quality Control Board. This would require preparation and implementation of a SWPPP.	Permitting (FHWA & TCDOT)	Permit
CWA, Section 401 Certification (water quality) – California State, North Coast Regional Water Quality Control Board.	Permitting (FHWA & TCDOT)	Permit
CWA, Section 404 permit – USACE.	Permitting (FHWA & TCDOT)	Permit
Section 1602 Streambed Alteration Agreement for rock slope protection, culvert replacement and bridge pier augmentation in Segment 3. CDFG has waived Section 1602 jurisdiction on projects constructed by the FHWA.	TCDOT	Permit
Incidental Take Permit from CDFG under Section 2081 of CESA for take of the Trinity Bristlesnail.	TCDOT	Permit
USFS Special Use Permit for staging areas, mitigation areas, and for road realignment outside the existing DOT Easement (if applicable).	Permitting (FHWA & TCDOT)	Permit
A NPDES Construction Permit will be obtained prior to construction activities to minimize effects from stormwater pollution.	Permitting (FHWA & TCDOT)	Permit
Authority to construct (ATC) and a permit to operate (PTO) from the NCUAQMD for the construction and operation of the batch plants, and the use of the rock crusher as well as other stationary construction equipment.	Construction (FHWA & TCDOT)	Permit
Use Permit from Trinity County Planning Department, if batch plants or rock crushers are located on non-federal lands. (if applicable)	Construction (FHWA & TCDOT)	Permit
Special Use Permit from USFS if batch plants or rock crushers are located on federal lands. (if applicable)	Construction (FHWA & TCDOT)	Permit

Permits	Agency/Person Responsible	Type of Action
Other State or local permits, such as use permits for off-site rock sources or processing operations, if any; staging areas; and transportation permits for oversize or overweight loads from Trinity County and/or Caltrans.	Construction (FHWA & TCDOT)	Permit
Roadway right-of-way easements from USFS to TCDOT for maintenance of roadway improvements.	ROW (FHWA)	Permit
Encroachment Permit from Caltrans for any signs on SR 3.	Permitting (FHWA & TCDOT)	Permit
Explosives Permit per California Health & Safety Code, Section 12101 (if applicable).	Construction (FHWA & TCDOT)	Permit
Business Plan consistent with Chapter 6.95 of the California Health & Safety Code for storage of over 500 pounds of hazardous materials for the temporary concrete batch plant. (if applicable)	Construction (FHWA & TCDOT)	Plan Report

No.	Commitment	Agency/Section Responsible	Type of Action	Resources
1	BMP-1 (SWPPP) The FHWA, Trinity County, or the construction contractor will prepare a SWPPP prior to commencement of construction activities. The SWPPP will define measures to be implemented by the construction contractor to mitigate project-related stormwater and point source pollution to project site waterways. It will also identify all hazardous materials used or stored on site and all wastes that may be generated during construction. For the management of unexpected spills during construction activities, the SWPPP will contain an Emergency Spill Containment Plan. The SWPPP will contain, at a minimum, the following: • A description of all hazardous materials used on site • Methods of managing each hazardous material • Soil and water testing methods, if required • Methods of transportation, storage, handling, and disposal of hazardous materials • Disposal requirements and sites • Recycling and waste minimization/reduction plans • Emergency Spill Containment Plan	Design (FHWA & TCDOT)	Plan report	Water Resources, Fish, Amphibians, and Reptiles, Hazardous Materials
2	BMP-2 (NPDES) A NPDES Construction Permit will be obtained prior to construction activities to minimize effects from stormwater pollution.	Permitting (FHWA & TCDOT)	Permit	Water Resources
3	BMP-3 (Sedimentation) Major ground disturbing activities will be completed within the non-rainy season (May 1 to October 31) to avoid stormwater sedimentation and turbidity effects to Hayfork Creek and its tributaries. Major ground disturbing activities may occur outside the defined dry season based on a forecast of dry weather and permission from NOAA Fisheries. Permission may be granted by email. Ground disturbing activities will not take place when the ground is saturated.	Design (FHWA & TCDOT)	Plans/Special Contract Requirements (SCRs)	Water Resources, Wetlands, Fish, Amphibians, and Reptiles

No.	Commitment	Agency/Section Responsible	Type of Action	Resources
4	BMP-4 (Sedimentation) Any construction activities proposed within the ordinary high water line of Hayfork Creek or Little Creek and surrounding riparian and wetland habitat, excluding passive vegetation removal activities above ground level (no soil disturbance), will be restricted exclusively to the dry season (May 1 to October 31) or will be separated from the water of the United States by a cofferdam or other appropriate control measure.	Design (FHWA & TCDOT)	Plans/SCRs	Water Resources, Wetlands, Fish, Amphibians, and Reptiles
5	BMP-5 (Sedimentation) All earthwork activities will be planned and conducted to minimize the duration that soils would be left unprotected. The extent of the area of disturbance necessary to accomplish the Proposed Project will be minimized. Exposed surfaces will be frequently sprayed with water to control dust.	Design (FHWA & TCDOT)	Plans/SCRs	Water Resources, Wetlands, Fish, Amphibians, and Reptiles, Hazardous Materials, Visual Resources
6	BMP-6 (Sedimentation) Temporary erosion and sediment control structures must be in place and operational at the end of each construction day and maintained until disturbed ground surfaces have been successfully revegetated.	Design (FHWA & TCDOT)	Plans/SCRs	Water Resources, Wetlands, Fish, Amphibians, and Reptiles
7	BMP-7 (Sedimentation) All instream work should be conducted from the top of bank or existing road surface where feasible. Instream work will require the preparation of a dewatering plan.	Design (FHWA & TCDOT)	Plans/SCRs	Water Resources, Fish, Amphibians, and Reptiles
8	BMP-8 (Sedimentation) The contractor will keep on site at all times straw bales, straw wattles, silt fencing, or other similar sediment control materials. Exposed soils will be covered with erosion blankets, straw, hydromulch, or similar ground-covering materials as soon as feasible to control wind and water erosion of exposed soils and prevent sedimentation to aquatic habitats.	Design (FHWA & TCDOT)	Plans/SCRs	Water Resources, Fish, Amphibians, and Reptiles

No.	Commitment	Agency/Section Responsible	Type of Action	Resources
9	BMP-9 (Sedimentation) Revegetation efforts will begin as soon as feasible after completion of grading and before predicted rains or the rainy season. Once the construction in an area is complete, the area will be reseeded with native plant species and non-persistent cereal grains. If in one year, vegetation has not established, then the area will be re-seeded. Soils will not be left exposed during the rainy season. Erosion control (i.e., hydroseeding, geofabrics, and mulch) will be applied to areas where vegetation has been removed to reduce short-term erosion prior to the start of the rainy season.	Design (FHWA & TCDOT)	Plans/SCRs	Water Resources, Wetlands, Fish, Amphibians, and Reptiles, Invasive Species, Visual Resources
10	BMP-10 (Sedimentation) Sediment control measures will be in place prior to the onset of the rainy season and will be monitored and maintained in good working condition until the disturbed areas have been revegetated in accordance with National Pollutant Discharge Elimination System (NPDES) permit conditions.	Design (FHWA & TCDOT) Post-construction until success criteria are met - TCDOT	Plans/SCRs	Water Resources, Wetlands, Fish, Amphibians, and Reptiles, Invasive Species
11	BMP-11 (Sedimentation) Once the construction in an area is complete, the area will be reseeded with native plant species and non-persistent cereal grains. If in one year, vegetation has not established, then the area will be re-seeded.	Design (FHWA & TCDOT)	Plans/SCRs	Water Resources, Wetlands, Fish, Amphibians, and Reptiles, Invasive Species, Visual Resources
12	BMP-12 (Temperature) Avoid all unnecessary removal of vegetation. Limit vegetation removal to only those areas where such removal is necessary for project completion.	Design (FHWA & TCDOT)	Plans/SCRs	Water Resources, Fish, Amphibians, and Reptiles
13	BMP-13 (Temperature) Where possible, minimize long-term impacts on woody riparian vegetation by trimming trees and shrubs rather than removing entire woody plants or by cutting trees or shrubs at least 0.3 m (1 ft.) above ground level to leave root systems intact and allow more rapid regeneration following construction. Riparian vegetation removed during construction will be replaced as soon as feasible following task or project completion. Along Hayfork Creek, riparian areas will be replanted with seedlings.	Design (FHWA & TCDOT)	Plans/SCRs	Water Resources, Wetlands, Fish, Amphibians, and Reptiles, Visual Resources

No.	Commitment	Agency/Section Responsible	Type of Action	Resources
14	BMP-14 (Pollutants) Equipment staging areas will be designated for all maintenance, storage, and washing/cleaning activities. Staging areas will be located a minimum of 7.6 m (25 ft.) distant from aquatic habitats, water resources, or wetlands in the Project Vicinity. Equipment will not be parked or stored overnight within 7.6 m (25 ft.) of an aquatic resource. Vehicles and equipment used during construction will receive proper and timely maintenance to reduce the potential for mechanical breakdowns leading to a spill of materials. Store materials and wastes in enclosed, secured areas.	Design (FHWA & TCDOT)	Plans/SCRs	Water Resources, Wetlands, Fish, Amphibians, and Reptiles, Hazardous Materials
15	BMP-15 (Pollutants) Protect any fuel storage areas with secondary containment one and one-half times the size of the original container; storage areas will be surrounded with a berm and lined with plastic or other impermeable barriers. Fueling activities from permanent stations will be conducted within a containment area; otherwise, fueling will be conducted from fuel trucks on road surfaces (e.g. in steep areas along Segments 4 and 5). Spill containment booms will be maintained onsite at all times during construction operations and/or staging of equipment or fueling supplies. Fueling trucks will maintain a spill containment boom at all times.	Design (FHWA & TCDOT)	Plans/SCRs	Water Resources, Wetlands, Fish, Amphibians, and Reptiles, Hazardous Materials
16	BMP-16 (Pollutants) The contractor will keep at the Project site at all times emergency spill response supplies such as absorbent materials (pads, booms), materials for constructing barrier or coffer dams (to contain aquatic spills), and similar materials. Spill control equipment must be sufficient to contain the capacity of the largest hazardous material container onsite. The contractor will have employees trained in spill response on site during all construction activities. Emergency response actions/protocol will be identified and implemented by the construction contractor, Trinity County transportation officials, and/or California Highway Patrol emergency response hazardous materials (HAZMAT) contractors to address accidental spills. All hazardous material spills will be reported and cleaned up immediately.	Design (FHWA & TCDOT)	Plans/SCRs	Water Resources, Fish, Amphibians, and Reptiles, Hazardous Materials

No.	Commitment	Agency/Section Responsible	Type of Action	Resources
17	BMP-17 (Pollutants) No wet concrete, drilling muds, or similar substances will contact water resources of the Project Vicinity. Concrete effluent or slurry will be isolated from flowing water by coffer dams or stream diversions. Waste (used) drilling muds will be pumped to holding tanks for storage or disposal at an approved facility. Settling basins or similar concrete washout areas will be constructed for the purpose of isolating and stabilizing wet concrete slurry or effluent.	Design (FHWA & TCDOT)	Plans/SCRs	Water Resources, Fish, Amphibians, and Reptiles, Hazardous Materials
18	BMP-18 (Pollutants) Batch plants should be located a minimum of 30.5 m (100 ft.) from aquatic habitats or water resources of the Project Vicinity. When not in use, all fine grain concrete and asphalt batch plant materials (cement, sands) will be covered or contained to reduce air dispersal and rain runoff.	Design (FHWA & TCDOT)	Plans/SCRs	Water Resources, Air Quality, Hazardous Materials
19	BMP-19 (Fish Resources) If drafting of water from Hayfork Creek or other surface water drainages in the Project Vicinity is conducted, the contractor will implement mitigation measures and practices found within two guidance documents: "Water Drafting Specifications" (NOAA 2001), and "Guidelines for Temporary Water Drafting from Watersheds Supporting Anadromous Salmonids; Special Application for Timber Harvest Activities" (CDFG 2001). Inflow pumps will be fitted with screens to prevent intake of wildlife, and drafting will not exceed 10 percent of the base flows.	Design (FHWA & TCDOT)	Plans/SCRs	Water Resources, Fish, Amphibians, and Reptiles
20	Establish clearly identified construction zone limits.	Design (FHWA & TCDOT)	Plans/SCRs	General Biological Resources
21	Fluid spill containment and clean-up materials will be readily available.	Design (FHWA & TCDOT)	Plans/SCRs	General Biological Resources
22	Pesticide and herbicide use is prohibited.	Design (FHWA & TCDOT)	Plans/SCRs	General Biological Resources
23	Revegetation of cleared areas will be performed with native plant species and non-persistent cereal grains.	Design (FHWA & TCDOT)	Plans/SCRs	General Biological Resources
24	Smoking will only be allowed in vehicles or in cleared and designated areas.	Design (FHWA & TCDOT)	Plans/SCRs	General Biological Resources
25	There will be no discharge of water into unapproved areas.	Design (FHWA & TCDOT)	Plans/SCRs	General Biological Resources

<table>
<tr><th>No.</th><th>Commitment</th><th>Agency/Section Responsible</th><th>Type of Action</th><th>Resources</th></tr>
<tr><td>26</td><td>There will be no feeding or intentional disturbance of wildlife.</td><td>Design (FHWA & TCDOT)</td><td>Plans/SCRs</td><td>General Biological Resources</td></tr>
<tr><td>27</td><td>Covered waste collection bins will be provided at each staging area.</td><td>Design (FHWA & TCDOT)</td><td>Plans/SCRs</td><td>General Biological Resources, Air Quality, Hazardous Materials</td></tr>
<tr><td>28</td><td>Implement pre-construction surveys for the NSO and bald eagle in the year of construction or the year immediately prior to the beginning of construction.</td><td>Environment (FHWA & TCDOT)</td><td>Survey</td><td>Birds</td></tr>
<tr><td>29</td><td>In order to reduce the impacts to the NSO the following restrictions will be included in the contract specifications:
<table>
<tr><th>Restricted Activity</th><th>Distance from NSO Nest</th><th>Dates of Restriction</th></tr>
<tr><td>Activities that cause noise above 90 dBA</td><td>0.4 km (0.25 mi.)</td><td>March 1 to June 30</td></tr>
<tr><td>Nighttime construction (½ hour before sunset to ½ hour after sunrise)</td><td>0.8 km (0.5 mi.)</td><td>March 1 to July 31</td></tr>
<tr><td>Blasting</td><td>1.6 km (1 mi.)</td><td>March 1 to September 30</td></tr>
</table>
At the time the FONSI was published, there are no known nest sites within 1.6 km (1 mi.) of the Action Area.</td><td>Design (FHWA & TCDOT)</td><td>Plans/SCRs</td><td>Birds, Noise</td></tr>
</table>

No.	Commitment	Agency/Section Responsible	Type of Action	Resources
30	Limit ground disturbing activities to the minimum necessary to construct the Proposed Project. Tree removal will be kept to a minimum, and large snags and old growth trees (greater than 75 cm [30 in.] diameter-at-breast-height) that do not pose a risk to the safety of motorists will especially be avoided if possible.	Design (FHWA & TCDOT)	Plans/SCRs	Birds
31	Remove all trees during the non-nesting season (August 1 to January 31) to avoid take of eggs or juvenile birds. Trees may be removed during the breeding season if current year surveys indicate any of the following conditions are true: 1) there are no occupied nests, 2) nesting was initiated but failed, or 3) nesting was successful, and fledglings have moved to a point greater than 0.4 km (0.25 mi) from the proposed clearing activities.	Design (FHWA & TCDOT)	Plans/SCRs	Birds
32	Forest duff, downed logs, and limbs will be salvaged from select locations during construction and stockpiled for restoration. During construction, this material will be placed in appropriate areas of temporary disturbance, generally large flat ravine fill areas and other mitigation areas. This will provide habitat and cover for terrestrial snails, NSO prey species, and Pacific fisher.	Design (FHWA)	Plans/SCRs	Birds, Mammals, and Invertebrates
33	All construction equipment will be properly muffled.	Design (FHWA & TCDOT)	Plans/SCRs	Birds and Mammals, Noise
34	With respect to potential impacts to the Trinity bristle snail, Trinity County is subject to CESA and will get an Incidental Take Permit and fully mitigate for Segment 3 impacts.	Environment (TCDOT)	Permit	Invertebrates
35	Snail mitigation area near James Creek: • Grade area slightly to loosen soil and to improve drainage. • Spread woody debris and duff on the area. • Plant deciduous trees. • After 5 to 7 years, thin or girdle some of the newly planted trees to provide standing deadwood and logs for habitat.	Environment (TCDOT)	Permit	Invertebrates

No.	Commitment	Agency/Section Responsible	Type of Action	Resources
36	Potential impacts to the Canyon Creek stonecrop will be avoided by fencing the known population with construction barrier fencing and avoiding these areas during construction.	Design (TCDOT)	Plans/SCRs	Special-Status Plant Species
37	Potential impacts to the clustered (Brownie) lady's slipper will be reduced by a focused survey prior to construction to determine the precise location of the population presence; if this species is likely to be disturbed by construction, the James Creek bridge design will be modified to avoid this plant species and the population shall be clearly demarcated with construction barrier fencing; if avoidance is not feasible, the entire population will be transplanted to another suitable location on James Creek in consultation with a USFS botanist.	Environment (TCDOT)	Survey	Special-Status Plant Species
38	Potential impacts to the Nile's madia will be reduced by scheduling construction within the vicinity of the plants after seed set (i.e. mid-July through October) and stockpiling soil in order to preserve the madia seed bank for reapplication after construction is complete. Reapplication of the madia seed bank should occur prior to the onset of fall rains.	Design (TCDOT)	Plans/SCRs	Special-Status Plant Species
39	Thoroughly wash construction equipment before entering Trinity County, or if already residing in Trinity County, thoroughly wash before being transported onsite to reduce the risk of weed introduction into the Project Vicinity.	Design (FHWA & TCDOT)	Plans/SCRs	Invasive Species
40	In accordance with FHWA's "Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects" (USDOT 2004) Section 713.04, all seeds and seedlings must conform to the Federal Seed Act, the Federal Noxious Weed Act, and applicable State and local seed and noxious weed laws.	Design (FHWA & TCDOT)	Plans/SCRs	Invasive Species, Visual Resources
41	Require any revegetation or erosion control materials brought in from offsite to be certified weed-free.	Design (FHWA & TCDOT)	Plans/SCRs	Invasive Species

No.	Commitment	Agency/Section Responsible	Type of Action	Resources
42	A Wetlands Mitigation and Monitoring Plan (WMMP) will be prepared and provided to the USACE for review and approval as part of the permit process. The WMMP would identify mitigation areas that are available and capable of maintaining self-sustained wetland hydrology and supporting hydrophytes without irrigation once established. It would identify varieties of plants to be established and the monitoring parameters and performance criteria for each parameter.	Design (FHWA)	Plans/SCRs	Wetlands
43	There will be no work on Sundays and holidays	Design (FHWA & TCDOT)	Plans/SCRs	Social and Economic Conditions, Noise
44	Prepare a Public Information Plan, addressing information distribution to local and tourist communities including a web site, web link connections from tourist web sites, telephone hotlines, roadside signs, construction schedule fact sheets and particular outreach to businesses, delivery services, local residences, and emergency service providers. Include a description of communication methods, lists of ambulance, fire, sheriff, schools, delivery services, post office and public utilities districts' contacts, newspapers, and frequency of coordination with concerned members of the community and businesses. Include information on how vehicular residential access and public service vehicles, such as the postal service, school bus service, emergency vehicles, etc. will be accommodated. The public information manager will maintain regular communication with the Project Engineer and the Construction Contractor, and will be well versed on all aspects of the construction schedule.	Design & Environment (FHWA & TCDOT)	Plan Report	Social and Economic Conditions
45	Signage will be developed to provide general closure times and locations. Temporary construction signs will be placed in the Project Vicinity at least 0.8 km (0.5 mi.) before the beginning of construction zones. Signs will also be placed at the ends of Hyampom Road (i.e. in Hayfork and Hyampom), and on SH 3, as well as at major intersections such as Butter Creek and St. John's Roads.	Design (FHWA & TCDOT)	Plans/SCRs	Social and Economic Conditions

No.	Commitment	Agency/Section Responsible	Type of Action	Resources
46	Adhere to the Caltrans or equivalent FHWA standard specifications with respect to construction noise. These standard specifications include the following provisions: • The Contractor shall comply with all local sound control and noise level rules, regulations, and ordinances which apply to any work performed pursuant to the contract. • Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project without the muffler.	Design (FHWA & TCDOT)	Plans/SCRs	Social and Economic Conditions, Noise
47	Construction is not permitted within 0.40 km (0.25 mi.) of residential receptors at nighttime, on Sundays or federal or state holidays.	Design (FHWA & TCDOT)	Plans/SCRs	Social and Economic Conditions, Noise
48	Notify local residents of percussive activities that are expected, such as pile driving and rock drills. No percussive activities (e.g. blasting or pile driving) will be allowed at night.	Design (FHWA & TCDOT)	Plans/SCRs	Social and Economic Conditions, Noise
49	Emergency Services Plan (which will include a Fire Plan) – develop between the FHWA, Contractor, TCDOT, USFS, Hayfork Fire District, Hyampom Community Services District, Trinity County Sheriff's Office and Trinity Ambulance Service. Establish lines of communication so that the construction crew receives notification of an emergency need to open the road prior to the arrival of emergency vehicles at the site. Establish procedures to keep emergency service providers advised of the location of construction crews, the activities going on at the time and the estimated time to clear the road for each activity.	Design & Environment (FHWA & TCDOT)	Plan Report	Social and Economic Conditions

No.	Commitment	Agency/Section Responsible	Type of Action	Resources
50	Fire Plan - address preventative measures concerning weather conditions, storing and maintenance of equipment, management of burning and blasting, containment of flammable materials and reporting fires. The Fire Plan will require the designation of a wildfire patrol person that will be responsible for fire prevention and suppression activities and to establish an attack procedure for fires within the construction area and an emergency response plan. The Fire Plan will require (at a minimum) that the Contractor have a serviceable telephone, radiotelephone or radio system connecting each construction operation with the Contractor's headquarters.	Design (FHWA & TCDOT)	Plan Report	Social and Economic Conditions
51	The design of the Proposed Project, particularly along Segments 4 and 5, includes aesthetic treatments to blend soil nail walls with the surrounding cut slopes, rock outcrops, or rockery facing	Design (FHWA & TCDOT)	Plans/SCRs	Visual Resources
52	When construction needs to cease for periods longer than three days, all equipment will be stored in staging areas, and the roadway and roadsides will be cleared of litter and unnecessary road building materials, such as concrete, rebar, and posts.	Design (FHWA & TCDOT)	Plans/SCRs	Visual Resources
53	Apply water or other dust suppressants on dirt roads, material stockpiles, and other surfaces which can give rise to airborne dust.	Design (FHWA & TCDOT)	Plans/SCRs	Air Quality
54	Construction vehicles will be kept in proper running condition and operated to reduce equipment idle time.	Design (FHWA & TCDOT)	Plans/SCRs	Air Quality
55	Control dust from material storage piles by spraying with water or dust suppressants.	Design (FHWA & TCDOT)	Plans/SCRs	Air Quality
56	Control dust from rock crushers and concrete batch plants by enclosures, covers, or other measures included in the NCUAQMD air quality permit.	Design (FHWA & TCDOT)	Plans/SCRs	Air Quality
57	Cover all trucks hauling dirt, sand, silt, or other loose materials or maintain at least 15 cm (6 in.) of freeboard.	Design (FHWA & TCDOT)	Plans/SCRs	Air Quality
58	Maintain equipment and vehicle engines in good condition and in proper tune per manufacturer's specifications.	Design (FHWA & TCDOT)	Plans/SCRs	Air Quality, Hazardous Materials

No.	Commitment	Agency/Section Responsible	Type of Action	Resources
59	Minimize the disturbed area and the time between initially disturbing the soil and revegetating or other surface stabilization.	Design (FHWA & TCDOT)	Plans/SCRs	Air Quality
60	Promptly remove earth or other material from paved streets onto which earth or other material have been transported by trucking or earth moving equipment, erosion by water, or other means.	Design (FHWA & TCDOT)	Plans/SCRs	Air Quality
61	Restrict speeds of vehicles in and around construction activities.	Design (FHWA & TCDOT)	Plans/SCRs	Air Quality
62	Use water or other dust suppressants for control of dust in construction operations, grading of roads, clearing of land, and on storages piles as warranted.	Design (FHWA & TCDOT)	Plans/SCRs	Air Quality, Hazardous Materials
63	Prior to construction near a potential historic site in Segment 4, subsurface testing or other appropriate diagnostic techniques will be used to determine if the site is eligible for listing on the National Historic Register of Historic Places. If the site is determined to be eligible, appropriate mitigation measures will be developed in consultation with the SHPO and implemented prior to construction.	Environment (FHWA)	Survey and/or research	Cultural Resources
64	The Nor-Rel-Muk Nation will be notified of the construction schedule, and invited to visit the site prior to construction to view the Proposed Project limits. If construction is to occur in areas considered by the Nor-Rel-Muk Nation or Wintu Cultural Council to be likely to contain burials or other archeological resources, then the Nation or Council may assign a representative to monitor construction in that vicinity, at their own expense.	Environment & Construction (FHWA & TCDOT)	Field review	Cultural Resources

No.	Commitment	Agency/Section Responsible	Type of Action	Resources
65	In the event that previously unidentified cultural or paleontological resources are encountered during construction, there will be no further excavation or disturbance of that area. The contractor will avoid the materials and their context. The FHWA or County Project Engineer will be notified immediately. A qualified archaeologist will evaluate the find to determine its historical or archaeological eligibility. If the find is determined to be an eligible historical or archaeological resource, the archaeologist will make recommendations for appropriate mitigation. Work in the area will not resume until the mitigation measures recommended by the archaeologist have been implemented.	Design (FHWA & TCDOT)	Plans/SCRs	Cultural Resources
66	In the event that previously unidentified evidence of human burial or human remains are discovered, excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains will be temporarily halted. The Trinity County Coroner must be informed and consulted, per state law. If the coroner determines the remains to be Native American, he or she will contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission will identify the person or persons it believes to be the most likely descendent. They will be given an opportunity to make recommendations for means of treatment of the human remains and any associated grave goods. Work in the area will not continue until the human remains are dealt with according to the recommendations of the County Coroner, Native American Heritage Commission, and/or the most likely descendent have been implemented.	Design (FHWA & TCDOT)	Plans/SCRs	Cultural Resources
67	A Contingency Plan will be prepared to address the actions that will be taken during reconstruction of the roadway should unexpected contaminated soil or groundwater be discovered. The Plan will contain, at a minimum, health and safety considerations, handling and disposal of wastes, reporting requirements, and emergency procedures. The Contingency Plan is similar to the Emergency Spill Containment Plan to be prepared for the SWPPP, but addresses the management of unexpectedly encountered contaminated soil or groundwater. Remove any contaminated soil encountered for off-site disposal at an appropriate facility.	Design (TCDOT)	Plans/SCRs, Plan Report	Hazardous Materials

No.	Commitment	Agency/Section Responsible	Type of Action	Resources
68	Areas where batch plants are located will be regraded after construction to follow natural contours and revegetated.	Design (FHWA & TCDOT)	Plans/SCRs	Hazardous Materials
69	Contractor will be required to conform to Chapter 6.95 of the California Health and Safety Code in developing a Hazardous Materials Business Plan for storing over 500 pounds of hazardous materials, as implemented by the Certified Unified Program Agency, Trinity County. (if applicable)	Design (FHWA & TCDOT)	Plans/SCRs	Hazardous Materials
70	Little Creek Bridge: There will be no on-site sand blasting for the bridge replacement.	Design (FHWA)	Plans/SCRs	Hazardous Materials
71	Little Creek Bridge: To avoid the potential release of lead-based paint into the water or the environment during removal of the bridge, the metal portions of Little Creek Bridge will be segregated and hauled to a disposal site legally authorized to accept materials containing lead-based paint.	Design (FHWA)	Plans/SCRs	Hazardous Materials
72	Nine-Mile Bridge: Lead-based paint chips and debris will be hauled to a disposal site legally authorized to accept materials containing lead-based paint.	Design (TCDOT)	Plans/SCRs	Hazardous Materials
73	Nine-Mile Bridge: Soil and air around the work area will be monitored to verify the effectiveness of the containment system.	Design (TCDOT)	Plans/SCRs	Hazardous Materials
74	Nine-Mile Bridge: To avoid the potential release of lead-based paint into the water or the environment during removal of the bridge, a containment system will be constructed around the bridge prior to sandblasting and painting.	Design (TCDOT)	Plans/SCRs	Hazardous Materials
75	Provide portable sanitation facilities sufficient for the number of workers on site.	Design (FHWA & TCDOT)	Plans/SCRs	Hazardous Materials
76	The contractor will be consistent with Chapter 6.95 of the California Health and Safety Code in developing a Hazardous Materials Business Plan for storing over 225 kilograms (500 pounds) of materials for the Temporary Concrete and Asphalt Batch Plants, as implemented by the Certified Unified Program Agency, Trinity County. (if applicable)	Design (FHWA & TCDOT)	Plans/SCRs	Hazardous Materials

Appendix A
Comments and Responses

TABLE A
Environmental Assessment for Forest Highway 114, Hyampom Road: Comments and Responses

No.	Subject	Comment	Response	Comment From
1	General	The EA is inadequate. There are serious omissions and inadequate analyses to support EA conclusions of no significant impacts. Further studies and an EIS are required before the project can be approved. Representatives of FHWA have stated their intention to complete a Finding of No Significant Impact (FONSI) for the project prior to the close of the comment period for the EA.	Numerous technical studies and consultation with other federal agencies support the level of analysis and conclusions in the EA that the proposed action will not have a significant adverse affect on the environment as defined by the National Environmental Policy Ace (NEPA). An EIS is only required if the proposed action by a federal agency has the potential to "significantly affect the quality of the environment." Although the access and community impacts to Hyampom during construction will be very inconvenient, due to the small number of businesses and residents affected, and because the impacts are temporary, they are not considered significant. In both public hearings, the FHWA representative indicated that it was likely that there would be a FONSI for the project, but did not preclude other outcomes (Hyampom Public Hearing Transcript, page 8, Hayfork Public Hearing Transcript page 10).	Judy Anderson, Joseph Bower, Marc Bruvy, Robert Franklin, Neil Harvey, Jennifer Lance, Will Lapaz, Pat and Lindy McCaslin, Richard Messenger, Marni and John Rapf, Marilyn Renaker, Eberhard Schneider, Uschi Schneider, Cindy and Larry Winter
2	General	An EIS would be a more useful document for County Supervisors.	For this project, the information provided in the EA is very extensive, similar to what is provided in many EIS documents. The County Board of Supervisors will base their decision on a CEQA EIR to be prepared by County staff later this year. The information in the EIR will be the same information that is provided in the EA.	Neil Harvey
3	General	The lack of project effects (no effect or no negative impacts) in this document is not supported.	The impacts of the project, both positive and negative, are identified throughout Chapter 3 of the EA. While the impacts are not considered to be significant, the EA does not say that there are no effects.	Eberhard Schneider, Pat and Lindy McCaslin
4	General (EA Process)	Is this a draft EA? If not, why haven't we seen it before?	There is no official document called a "Draft EA." You may be thinking of the EIS process in which there is a Draft EIS and a Final EIS prior to the decision document. For the EA process there is only the EA prior to the decision document.	Pat and Lindy McCaslin

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No.	Subject	Comment	Response	Comment From
5	General (EA Process)	Why are the Trinity County Road segments covered by an EIR and the FHWA segments covered by an EA?	This EA complies with the Federal NEPA process for both the FHWA Segments 2, 4, and 5, and the County's Segment 3. California's CEQA process for the County's Segment 3 has already been covered by an EIR. A separate EIR will be prepared for Segments 2, 4, and 5. Therefore, all segments will comply with both NEPA and CEQA.	Pat and Lindy McCaslin
6	General (EA Process)	The fact that Trinity County prepared an EIR for just Segment 3 justifies the need for FHWA to prepare an EIS for Segments 2, 3, 4 and 5.	NEPA thresholds for preparing an EIS differ from CEQA thresholds for preparing an EIR. The combination of EIR and EA is common in CEQA/NEPA practice today. The EA covers all of the federally funded segments (2, 3, 4 and 5). Under NEPA, an EIS is required if the project will have significant effects to the natural or human environment. Trinity County prepared an EIR for Segment 3 due to the project impacts to the Trinity Bristle Snail, a state-listed threatened species. An EIR under CEQA requirements must be prepared if a project has the potential to "reduce the number or restrict the range of a rare or endangered plant or animal" that is protected under Section 2081 of the California Endangered Species Act (CESA). Although the Trinity Bristle Snail will also be affected by Segments 2, 4 and 5, it is not a protected species under the Federal Endangered Species Act.	Pat and Lindy McCaslin, Richard Messenger

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No.	Subject	Comment	Response	Comment From
7	General (EA Process)	The FHWA is not listening to the views of the Hyampom community to reduce the scale of the project to road repairs only. This "All or nothing"/"use it (federal money) or lose it" approach to Hyampom Road is not acceptable to the Hyampom community.	Public comments received to date informed and influenced the roadway design process and led to substantial adjustments in the width, design speed, curviness, and alignment of the proposed reconstruction. For instance, as a result of reducing the design speed and the roadway width in response to public comments, in Segment 5 the impact of the project has been reduced from 54 acres to 27 acres of disturbance, and from 530,000 cubic yards to 150,000 cubic yards of excavation. Spot improvements would not meet the safety need for the project because it would not provide a consistent design. In addition, repairs are a maintenance activity which is not eligible for Forest Highway funding. Title 23 of the United States Code, Section 204(b), states "Funds available for public lands highways shall be used by the Secretary [of Transportation] to pay for the cost of construction and improvement thereof." Maintenance is not covered by this funding.	Honey Arey, Joseph Bower, Kent Collard, Neil Harvey, Pat and Lindy McCaslin, Marni Rapf, Al Saxton, Eberhard Schneider
8	General (EA Process)	Public information and response to public comments have been inadequate to date. The FHWA needs to have an open review process. The public never received meeting minutes.	FHWA has exceeded the legal requirements for public coordination. To date, the FHWA and Trinity County have held 5 public meetings in the Hyampom/Hayfork community, participated in two 3-day Trinity County fairs, distributed 3 newsletters and held four interagency meetings with federal, state and local agencies affected by the project. The publication of the EA provides an opportunity for review. This FONSI includes the formal responses to public comments received at the April 5 and 6, 2006 public hearings as well as written comments on the EA. Previous comments have been considered, and the road design has been modified as a result (see response to Comment 7). Reports for the public meetings are available upon request.	Judy Anderson, Neil Harvey, John Rapf, Pat and Lindy McCaslin

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No.	Subject	Comment	Response	Comment From
9	General (EA Process)	The notices that went out to the public regarding the recent meetings in Hyampom and Hayfork referred to the meetings as "public meetings." Yet when the meeting in Hyampom was called to order we were told it was a "public hearing" and that there was a court recorder present. In addition, it was announced that individuals could give testimony in "private" to the court recorder. It should have been announced in advance that the meetings were in fact "public hearings."	There are no specific format requirements for either a public meeting or public hearing. The term “public hearing” is used in environmental regulations and guidance when referring to the public meeting which is sometimes held after publication of the EA, and could have been used for this meeting to provide consistency with the use of that term. The public notice for the meetings indicated that the EA had been published and that one of the purposes for the public meeting was to solicit comments, so the intent of the meeting was clear.	John Rapf
10	General (EA Process)	The comments heard at the public hearings do not necessarily reflect the opinion of the majority of citizens.	Anyone wishing to be heard on this issue should submit their comments to FHWA or the County Board of Supervisors. All comments are considered.	Marvin Stewart, Jim Wobser
11	General (EA Process)	No copies of the EA were available at the public hearings.	Because no requests for EAs had been received in the weeks between the notice of availability of the EA and the public hearings, no additional copies were brought to the hearings. Copies were mailed to those who requested them at the meetings.	Neil Harvey, Will Lapaz
12	General (EA Process)	On Wednesday, April 12, 2006, my wife and I emailed to you 5 relatively simple and specific questions we had relating to road closures and alternate routes. Your response was non-responsive, evasive, and unacceptable.	The e-mail was assumed to be an official comment on the EA, which is normally responded to in the decision document rather than individually. When the e-mail was resent, the authors were directed to the portion of the EA that addressed their questions.	John Rapf

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No.	Subject	Comment	Response	Comment From
13	General (EA Process)	There is a small sampling of letters of support in the Project Scoping Report. Hyampom residents were not informed or polled. The letters of support are not representative of the Hyampom community.	As indicated in the EA under Section 1.1.1 "The Forest Highway Program," highways designated for improvements are routes that serve both the National Forests and the State (or counties), that exhibit the greatest need for improvement and that are approved at the annual California Public Lands Highway Program Agency meeting. Letters help support the needs, but were not requisites for Hyampom Road's priority designation for improvement. Needs for Hyampom Road included lack of safe two-way travel, lack of shoulder and guardrail, frequent flooding, erosion, continual loss of roadway width and other maintenance problems that exceeded Trinity County's financial and operational ability to fix. Input from Hyampom residents was gathered early in the process, beginning in 2002, through meetings, newsletters with requests for comments, and booths at the County fair.	Neil Harvey, John and Marni Rapf
14	General (EA Process)	The FHWA failed to notify the Hoopa Valley Tribe, a federally recognized tribe, of the proposed project.	The FHWA notified all tribes that were determined to be potentially affected by the Hyampom Road project and that were on the Native American Heritage Commission's tribe consultation list. The project is within the Nor-Rel-Muk Nation's ancestral territory. The Tribal notification is for the purpose of the Cultural Resource survey, which concentrates on sacred sites, burials, artifacts and other archeological resources on or adjacent to the project site (within a project's "Area of Potential Effect"). The offsite effects of the project on salmon, which is a concern of the Hoopa Valley Tribe, were considered by biologists in consultation with the NOAA Fisheries Service.	Robert Franklin, Will Lapaz
15	General (Extent of Project)	Why doesn't the project go all the way to Hyampom?	From page 16 of the EA: "Segment 6, which is not included in the Proposed Project, is 6.3 to 6.6 m (22 to 24 ft) wide, with a few exceptions. The terrain is less severe than Segments 4 and 5, and there are fewer problems with rockfall and erosion of the roadway edges. This segment is also high above the 100-year floodplain for Hayfork Creek. Due to the relatively lower level of roadway deficiencies, Segment 6 was not included in the Proposed Project."	Bill Huber, Pat and Lindy McCaslin

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No.	Subject	Comment	Response	Comment From
16	General (Geological Testing)	The geology of the area needs further study. What were the results of the geology testing and what does this information tell you? The County has to do more road maintenance needed because of the project testing. Can Trinity County get some funding to help with road maintenance?	There has been extensive geologic testing of the project area, and that testing is still ongoing. The geological testing provides information regarding the strength of the underlying soil and rock, which is needed to determine the stable slope angle and if additional reinforcement will be needed in the cuts and fills for the project. Title 23 of the United States Code, Section 204(b), states "Funds available for public lands highways shall be used by the Secretary [of Transportation] to pay for the cost of construction and improvement thereof." Maintenance is not covered by this funding.	Will Lapaz, Pat and Lindy McCaslin
17	Executive Summary	There are errors in the Executive Summary. Table 2 includes inaccurate or incomplete information.	Table 2 has been amended to contain all the potential impacts disclosed throughout the EA document.	Will Lapaz
18	Purpose & Need	There is no need for this project. The EA needs to provide thorough documentation for the need.	The needs associated with the existing road are detailed in the EA in Chapter 1.	Judy Anderson, Will Lapaz
19	Purpose & Need (Project Scope)	The project is much larger than can be justified by the purpose and need. The scope of the project should be downsized to minimize impacts, reduce costs, take less time to complete and be acceptable to the Hyampom community.	Public comments received by FHWA to date influenced the roadway design process and led to significant adjustments in the width, design speed, curviness, and alignment of the proposed reconstruction. The current design only meets minimum standards in order to minimize cut and fill, while still meeting the purpose and need for the project.	Joseph Bower, Kent Collard, Neil Harvey, Will Lapaz, Al Saxton

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No.	Subject	Comment	Response	Comment From
20	Purpose & Need (Project Scope)	A smaller project scope of repairs for the most serious and dangerous one-lane segments of road should be evaluated, not 14 miles of the road. The replacement of culvert pipes, installation of a few miles of guardrails and a traffic-control stop light at the one-lane section between miles 13 and 14 could go a long way toward enhancing traffic safety at much less cost to the Hyampom community.	A discussion of a smaller project scope has been added to the EA. Small improvements to the road do not meet the purpose and need for the project. In order to meet basic standards for two lanes, one in each direction, Segments 3 and 5 require reconstruction to meet minimum highway standards for rural roads. In order to address flooding problems in Segment 2, the road must be raised out of the floodplain, which requires full reconstruction. Segment 4 includes two hairpin curves which would be inconsistent with the adjacent segments once they are reconstructed. Although some of the roadway deficiencies could be met by spot improvements, the road would still not meet the minimum highway standards for width and sight distance, and would continue to have drainage and erosion problems.	Joseph Bower, Marc Bruvy, Kent Collard, Neil Harvey, Will Lapaz, Pat and Lindy McCaslin, Richard Messenger, Marni and John Rapf, Al Saxton, Eberhard Schneider, Cynthia Tarwater, Don Williams
21	Purpose & Need (School Bus Creating Need)	Why does the school district use a bus with a carrying capacity of 75 for only 10 students? A van would be safer.	California statutes only allow the use of school buses for trips between home and school; vans are not allowed. In addition, although there are only approximately 10 students in Hyampom, the bus picks up other students along Hyampom Road and Highland Drive, and is full by the time it reaches the school.	Neil Harvey
22	Purpose & Need (Waste Of Public Funds)	The project is an inappropriate waste of public funds; project purpose and need does not support the expenditure of over $30 million on Hyampom Road. So much money spent on so few Hyampom residents is not justified.	Hyampom Road is the only all year accessible route to Hyampom and the Shasta-Trinity National Forest. Roadway reconstruction along rugged, steep mountains in remote areas is expensive by nature, and the sharp increase in the cost of roadway materials and fuel in recent years has contributed to the high expense of construction. FHWA plans to reconstruct the highest priority Segment 5 and a portion of Segment 4 first due to the road's severe deficiencies. This construction alone will cost $20 million.	Judy Anderson, Honey Arey, Joseph Bower, Neil Harvey, Will Lapaz, Pat and Lindy McCaslin, Richard Messenger, Marni and John Rapf, Al Saxton
23	Purpose & Need (Waste Of Public Funds)	How much are the NEPA costs to date?	NEPA costs to date are about $1.5 million.	Pat and Lindy McCaslin

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No.	Subject	Comment	Response	Comment From
24	Purpose & Need (Cost-Benefit)	The cost and inconvenience of road reconstruction outweigh the benefits. No cost-benefit analysis was prepared in the EA.	While roadway reconstruction may be inconvenient to Hyampom residents, it will be temporary. The improved roadway will provide a new serviceable road that will provide many benefits in the way of a safer road with increased mobility to Hyampom and the forest, and less costly maintenance requirements for many years into the future. Reconstruction will improve the safety of the roadway and reduce the potential for catastrophic failures of the road. The No Action Alternative would not provide any of these benefits. The Forest Highway Program provides funding for a certain class of roads that have a need for improvement but are not normally of a high enough priority to receive funding on a cost/benefit basis.	Judy Anderson, Joseph Bower, Kent Collard, Marni and John Rapf, Al Saxton, Cynthia Tarwater
25	Purpose & Need (Cost-Benefit)	At the public hearing in Hyampom, Ms. Popiel acknowledged that the project is not primarily intended to benefit citizens of Hyampom. She indicated that the USFS was a primary beneficiary of a reconstructed road for the purpose of moving equipment and materials into and out of surrounding Forest Service lands as well as improving public access to these lands. The Forest Service could certainly upgrade one or more of its roads that access the Hyampom area. Were it to do so, then the purpose and need for the proposed project would be significantly reduced.	The purpose (objective) of the proposed Hyampom Road project is identified on pages 2 and 13-14 of the EA. What Ms. Popiel stated at he public hearing was “And as to the cost benefit, it's not just necessarily for the residents of Hyampom. Obviously, you guys are the main users of this roadway, but this is a forest highway and it accesses many parts of the forest. There are many forest development roads that come off of this roadway. And the forest needs to maintain access for things like maintaining -- during -- when there's fires.” The point being made was that there are multiple purposes for the proposed project, not just providing access to Hyampom.	John Rapf

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No.	Subject	Comment	Response	Comment From
26	Purpose & Need (Safety)	The road is currently safe. People can travel safely on the current road if they are careful and drive slowly enough. Many residents travel the road thousands of times without any incident.	By having two-way traffic on a single lane roadway, this road does not meet the most basic safety standard: having a designated lane for each direction of travel. Even in the areas that have two lanes, the narrowness of the existing road causes most travelers to drive partially over the centerline of the roadway. In the one-lane sections, oncoming vehicles are forced to back up, pull over, or move closer to the edge of the roadway than they normally travel in order to get by the oncoming vehicle. This creates an unsafe situation, especially in one-lane sections of the road, where there are steep drop-offs with no shoulder or guardrail.	Neil Harvey, Will Lapaz, Marni and John Rapf, Al Saxton, Uschi Schneider
27	Purpose & Need (Safety)	Accident rates do not show a safety problem. Most serious accidents have occurred outside the project limits (i.e. in Segment 6). The road has a very low rate of accidents with few injuries and no fatalities. There are near misses and unreported accidents on other roads too; how is this road different>	It is likely that minor accidents go unreported due to the road's extremely remote location. Although some accidents go unreported on all roadways, it is expected that Hyampom road has a higher than normal number of unreported incidents. Most of the reported accidents involved either one or two vehicles on sharp curves. Of these, accident reports indicate that the narrowness and impaired sight distance of the turns were contributing factors. During the period from 1990 to 2002, there was only one reported accident in Segment 6, and this segment has a lower accident rate than all other segments, with the exception of Segment 3. The proposed project would improve the geometric deficiencies which contributed to these accidents. See Sections 1.2.1 Roadway Deficiencies and 1.2.3 Safety for a description of these issues. Also, it is not necessary to have a large number of serious accidents to identify unsafe roadway characteristics. The road does not meet basic safety standards, which are based on nationwide studies of the causes of accidents.	Marilyn Renaker
28	Purpose & Need (Safety)	The current road is safe. The population of Hyampom has decreased, and fewer travelers and logging trucks are using the road.	Accident rates and high maintenance problems indicate the road is not as safe as it should be. The fact that Hyampom Road is the only all-year accessible route to Hyampom and the Trinity-Shasta National Forest enhances Hyampom Road's eligibility for funding in spite of the low number of vehicles using the road.	Eberhard Schneider

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No.	Subject	Comment	Response	Comment From
29	Purpose & Need (Safety)	Accident statistics should be compared with State Routes 3 or 299. Those roads are killers, and Hyampom Road will be more like them after construction.	The EA compares the accident rate on Hyampom Road to Caltrans' statistics on "rural highways," which would include State Highways like 3 and 299. Statistically, larger, high-level roads have fewer accidents per million vehicles miles than smaller roads, and therefore are safer.	Neil Harvey, Will Lapaz
30	Purpose & Need (Safety)	Where did new accident statistics come from?	Accident statistics on County roads are compiled continuously by Trinity County DOT from accident reports submitted by the California Highway Patrol.	Neil Harvey
31	Purpose & Need (Safety)	Reconstruction will increase speed. Safety will be worse with upgrade, accident severity worse. Slow speeds on current road reduce accidents/severity. The FHWA cannot support its assertion that reconstruction will improve road safety.	The proposed project is expected to increase operational speeds only slightly on the roadway. While higher speeds can increase the severity of accidents, a properly designed roadway decreases the frequency of accidents. The proposed design speed is only 25 mph in Segment 2 and 20 mph for Segments 3, 4 and 5, so the road will remain a low speed roadway. Design speed means the speed at which studies show a vehicle can safely drive but does not correlate directly to travel speed. Design elements which reduce accidents include adequate lane widths, adequate vertical and horizontal sight distance, adequate shoulders and side slopes, two full lanes, a consistent design that meets driver expectations, and guardrails in critical locations. Most of the reported accidents involved either one or two vehicles on sharp curves. Of these, accident reports indicate that the narrowness and impaired sight distance of the turns were contributing factors. The proposed project would improve the geometric deficiencies which contributed to these accidents. See Sections 1.2.1 Roadway Deficiencies and 1.2.3 Safety for a description of these issues.	Neil Harvey, Will Lapaz
32	Purpose &Need (Safety)	Safety, especially of the children on the school bus, should over-ride the biological impacts. A major fatal accident will cost more than this project. The road is unsafe and should be fixed.	Improving safety is the primary purpose of this project.	Jay Carr, Charlene Dunitz, Marvin Stewart

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No.	Subject	Comment	Response	Comment From
33	Purpose & Need (Mobility)	How is mobility impeded now? How will the project correct mobility? Mobility will be severely impacted during construction.	Mobility is impeded by the roadway deficiencies of the existing road, especially the extreme narrowness of Segment 5. In addition, because there is very little or no foundation (engineered fills and road base material) for the existing roadway, it has a higher than normal risk of failure, which could limit mobility into and out of Hyampom. By providing a road with engineered fills and consistent design standards, the project will help ensure mobility once the project is completed. Mobility will suffer during the construction period, but the traffic control plan should help to minimize impacts.	Will Lapaz
34	Purpose & Need (Maintenance)	The extensive road reconstruction will increase the instability of the road (short and long term), especially in areas built on fill. The project will increase slides and erosion for many years to come. Examples of this are Ruth Road, Highways 36 and 299, and Big Slide on Lower South Fork Rd. The project may cause a landslide into Hayfork Creek, creating unsolvable problems. Best Management Practices and "new technology" are not sufficient to prevent this occurrence. EA does not evaluate potential instability of soils adequately.	A site-specific Geotechnical analysis has been prepared for this project, which included rock coring, laboratory analysis and slope stability analysis by licensed Geotechnical Engineers. Fill slopes will be stabilized using a variety of techniques, including retaining walls and geotextile fabrics. Trinity County and FHWA engineers believe that Hyampom Road will experience rockfall and some increased erosion during the first year (short term) following construction. However, in the long term, the road is expected to be more stable and have much less erosion for many years compared to the high instability of the existing road. Maintenance and repair would not fix these problems.	Judy Anderson, Joseph Bower, Marc Bruvy, Kent Collard, Neil Harvey, Jennifer Lance, Will Lapaz, Pat and Lindy McCaslin, Richard Messenger, Jan Mountjoy, Marni and John Rapf, Marilyn Renaker, David Rosenstein, Al Saxton, Uschi Schneider, Cynthia Tarwater
35	Purpose & Need (Maintenance)	What will happen when in the middle of a construction project budget cuts force the abandonment of the project? You acknowledged at the Hayfork meeting that funding could be revised downward any time in the future.	When a construction contract is awarded, the FHWA has the entire amount for the project set aside. Therefore, once construction starts on a segment of the roadway, that segment will have enough funds to be completed. Revisions in the funding could affect when construction would begin on later segments, but would not affect on-going construction projects.	Al Saxton

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No.	Subject	Comment	Response	Comment From
36	Purpose & Need (Maintenance)	Spend money on maintenance rather than reconstruction.	Even with adequate funds, maintenance of Hyampom Road would not prevent the ongoing erosion of the outside edge of the roadway, and there is very little or no foundation (engineered fills and road base material) on which to maintain an adequate road surface. The road was not designed to accommodate its current use, and has deteriorated so significantly that it is at the end of its serviceable life. Due to funding constraints, Trinity County DOT may not be able to perform the maintenance of the road at existing levels and frequency. In addition, Title 23 of the United States Code, Section 204(b), states "Funds available for public lands highways shall be used by the Secretary [of Transportation] to pay for the cost of construction and improvement thereof." Maintenance is not covered by this funding.	Pat and Lindy McCaslin, Cynthia Tarwater
37	Purpose & Need (Maintenance)	Maintenance will be more expensive after the project is built.	The reconstructed road will cost less and be easier to maintain after the road upgrade because it will have adequate fills, sub-base, pavement, shoulders, proper drainage and culverts, and areas to catch rock falls.	Joseph Bower
38	Purpose & Need (Traffic Characteristics)	The improved road will increase traffic and degrade the character of the area.	Traffic is not expected to increase significantly (1%) over the next 20 years, with or without roadway reconstruction. See Table 4, "Average Daily Traffic Volumes," in the EA. These traffic forecasts are based on demographics and growth projections for this rural, remote area. Because there are so few traffic generators in Hyampom, traffic is not expected to increase because of the improved road.	Pat and Lindy McCaslin

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No.	Subject	Comment	Response	Comment From
39	Alternatives	The EA does not evaluate a reasonable range of alternatives. There is no discussion of a modified, less costly, smaller project. Why were small improvements to road not fully evaluated in the EA? Having the majority of public comments ask for small improvements should be ample justification to evaluate this as an alternative.	The proposed project is the smallest and least costly alternative that meets the purpose and need for the project. The EA evaluated five additional alternatives and screened these from more detailed evaluation under the Project and No Project alternatives. See Chapter 2 of EA for a more complete discussion. Small improvements to the road do not meet the purpose and need for the project. Although some of the roadway deficiencies could be met by spot improvements, the road would still not meet the minimum highway standards for width and sight distance, and would continue to have drainage problems due to flooding and a lack of adequate culverts and ditches, and maintenance problems due to inadequate sub-base. A discussion of smaller or spot improvements has been added to the EA.	Will Lapaz, Marni and John Rapf
40	Alternatives	The EA needs to evaluate an alternative that proposes bridges over at least some of the ravines as opposed to extensive cut and fill in order to minimize the massive filling of ravines.	Road design attempts to balance cuts and fills. Due to the terrain, there will be an excess of material on this project, which needs to go into fills. Placing a bridge would cause there to be even more excess material which would need to be placed in a ravine somewhere else. In addition, bridge construction is very expensive, so the cost of this option would be very high.	Duane James (USEPA)
41	Alternatives	On the design, the turns don't look that different from most of the original turns. I thought the point was to increase vision (safety) and design speed. Is an increase of design speed not included in the project anymore?	The design speed for some of the curves in the existing roadway is as low as 5 mph. The minimum curve on the proposed project is 20 mph. The proposed project does try to match existing curves if they are at least 20 mph. Increasing design speed was never one of the project objectives.	Pat and Lindy McCaslin

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No.	Subject	Comment	Response	Comment From
42	Alternatives	Is the 6.6 meter travelway with 0.3meter shoulder (.9ft) narrower than the "regular" specs? A 1.2 meter paved ditch is 3.9 feet. Is some space left between the bottom of the cutbank and the paved ditch or is any sloughing material (soil, rocks, etc) meant to enter the ditch? If it does enter the ditch, how is it removed?	The American Association of State Highway and Transportation Officials guidelines call for a 7.2 meter travelway with 0.6 meter shoulders. No space is left at the bottom of the cut bank. One of the purposes of the paved ditch is to catch rockfall and to provide a solid surface which will make it easier for the County maintenance crews to remove rockfall with their existing equipment.	Pat and Lindy McCaslin
43	Alternatives	Will the older (ERFO project -- mid-80s) distorted and bulging steel bin wall be replaced? If not, why not?	Any existing retaining wall within the construction limits of the project will be replaced.	Pat and Lindy McCaslin
44	Alternatives	We have been told that most pullouts will remain. Is that because this is where you must store all your fill spoils?	Some pullouts will be created by areas where the new road will deviate from the existing alignment. Excess material generated by the project will go in designated waste areas, primarily within ravine fills, not left in large piles by the side of the road.	Pat and Lindy McCaslin
45	Environmental Impacts (Mitigation)	There is a lack of thorough and specific mitigation measures in the EA.	Because the NEPA process must be complete prior to the beginning of final design of the project, mitigation measures in the EA contain objectives or performance measures, and general ways to meet those objectives. More detailed mitigation measures will be developed at a later stage in design if a project is approved.	Will Lapaz, Marni Rapf
46	Environmental Impacts (Cumulative Impacts)	The EA does not include all cumulative projects that are permitted in the Hyampom area. The construction schedule for Segment 1 is not mentioned in the EA. How can your short-term (6 years) and long-term (10 years) be so close in years?	Segment 1 and its construction schedule is discussed in the EA (see Executive Summary) and throughout relevant cumulative impact discussions, including those related to road closures and traffic delays. The cumulative impact process is discussed in Section 3.1.3.1 in the EA. The list of cumulative projects includes all projects proposed by or requesting a permit from Trinity County through year 2005. Short term and long term are defined on page 46 of the EA.	Pat and Lindy McCaslin, Marni and John Rapf, Uschi Schneider

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No.	Subject	Comment	Response	Comment From
47	Social, Economic, and Environmental Justice Impacts	Access to the area will be unreliable or non-existent during construction. This is a significant adverse impact. The EA needs to better describe road closures (timing, number of years, during school and non-school sessions, etc.) for overnight, Saturdays, and 24-hour closures. The road will be closed up to 16 hours per day and will only be open 1.5 hours a day.	Although there will be traffic delays due to construction, the construction contractor will be required to maintain access to the forest and to Hyampom. The FHWA will not have a detailed road closure plan until just prior to the beginning of construction due to changing schedules for school buses, delivery vehicles, etc. A likely scenario would be providing access through the construction project until 8 a.m., during lunch (12 to 1 p.m.), at 3:30 p.m. (when school is in session), and then again at 5 p.m. The closures on days without nighttime closures will total no more than 8 hours. Nighttime closures will only be used infrequently for areas where there is more material than can be safely moved in 4 hours (e.g. rock cuts in the very narrowest areas). Nighttime closures will be from 30 minutes after sunset until 30 minutes before sunrise. There will not be any 24-hour closures. Saturday closures will also be infrequent. All closures will be well advertised in advance.	Richard Cheney, Will Lapaz, Jan Mountjoy, Marni and John Rapf, Marilyn Renaker
48	Social, Economic, and Environmental Justice Impacts	At the public hearing, Ms. Popiel failed to mention that there would be overnight closures.	Although nighttime closures were not specifically mentioned at the April 5 meeting, they were mentioned at the April 6 meeting (Page 5, April 6 transcript). They were also discussed in the EA (Page 59, 68).	John Rapf

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No.	Subject	Comment	Response	Comment From
49	Social, Economic, and Environmental Justice Impacts	Expecting people to wait 4 hours for the road to open is unrealistic. The EA does not evaluate the traffic characteristics and circulation of vehicles using alternate routes to Hyampom Road. This will be a significant impact not addressed in the EA. These inadequate, unsafe forest roads will be used during construction. Use of these roads in their current condition will increase accidents, and higher wear and tear on vehicles. These alternate routes will need more maintenance while USFS is cutting services.	A discussion of the detour routes, why FHWA cannot designate them, and the impact of anticipated additional use of them have been added to the EA. The FHWA cannot dictate or change travel behavior choices. Some Hyampom and other residents will choose to use other alternate forest routes during construction seasons, as opposed to waiting for road openings. Other residents will choose to time their errands to match road opening times. The FHWA will not designate these routes (including Tule Creek Road) as a detour because they are not two-lane roads. The FHWA will not improve these roads because, similar to Hyampom Road, the improvements needed to meet current road standards would involve major reconstruction. See Section 2.4.1 of the EA for more detailed discussion.	Judy Anderson, Marc Bruvy, Neil Harvey, Jennifer Lance, Will Lapaz, Marni and John Rapf, Eberhard Schneider, Uschi Schneider, Cindy and Larry Winter
50	Social, Economic, and Environmental Justice Impacts	Environmental effects from the use of alternate USFS routes during construction were not evaluated in the EA (social & economic, wildlife, biology, sedimentation, traffic, etc.).	A discussion of the detour routes and the impact of anticipated additional use of them have been added to the EA. Even if all Hyampom residents decided to use a single alternate forest route, this level of traffic would not result in a substantial increase in impacts to wildlife, sedimentation rates, etc. More likely, traffic that currently uses Hyampom Road would be split between Hyampom Road and several alternate forest service roads, depending on trip timing and destination. The use of these routes would be temporary, and they would not need to be used during the winter rainy season, the most noise-sensitive season for nesting birds and when the potential for erosion is more likely.	Neil Harvey, Will Lapaz Marni and John Rapf, Eberhard Schneider

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No.	Subject	Comment	Response	Comment From
51	Social, Economic, and Environmental Justice Impacts	There is no discussion of suitable detour routes available during construction periods. Can Forest Service roads (e.g., Tule Creek Road) be designated and chip sealed or maintained as an alternate detour route?	One of the challenges of this project is that there are no suitable detour routes. Because none of the Forest Service roads in the area are 2 lane roads, the FHWA is not able to designate any of them as a detour route for safety reasons.	Will Lapaz, Pat and Lindy McCaslin, Richard Messenger, Uschi Schneider, Cindy and Larry Winter
52	Social, Economic, and Environmental Justice Impacts	People are going to use alternate routes rather than wait 4 hours, and resort businesses should tell their clients to do so.	The alternate routes will not be officially designated as detours.	Marianne Strong
53	Social, Economic, and Environmental Justice Impacts	At the public hearing in Hyampom it was discussed and acknowledged that there were numerous unofficial alternate routes available that the public would likely use to avoid or mitigate the impact of the road delays on the Hyampom Road. While it has been stated publicly that these unofficial routes do not meet certain minimum safety standards to be identified as alternate routes, this was not stated at the public hearing. This is deceptive.	Although it was not specifically stated at the April 5 Public Meeting that the alternative routes are unsafe, pages 6 and 29 of the April 5 transcript indicate that there are no detours that can handle all types of vehicles and on Page 39 of the April 5 transcript, Ms. Popiel stated that “there are grades and curves that large vehicles such as a school bus cannot traverse safely” on the possible detours. The reason the alternate forest roads cannot be designated as detours is because some vehicle types cannot safely traverse the roads. The safety of the alternative routes was mentioned at the April 6 Public Meeting (see page 5 of the April 6 transcript) A discussion of the detour routes and the impact of anticipated additional use of them has been added to the EA.	John Rapf, Eberhard Schneider

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No.	Subject	Comment	Response	Comment From
54	Social, Economic, and Environmental Justice Impacts	The EA fails to properly address the impact of the road closures on the citizens of Hyampom or to provide any chapter, section or even mention of circulation. Typically in a document where the project is reconstruction of a roadway that will cause significant delays in traffic, there is a section devoted entirely to circulation routes and how the project will impact circulation.	Traffic Operations (another term for circulation) is the first item listed in Table 2, Summary of Potential Proposed Project Construction and Operation Impacts. Also, Section 1.1.3, Traffic Characteristics, discusses the circulation of traffic now and after construction. Impacts of traffic delays are discussed throughout Section 3.3, Social and Economic Conditions, and Environmental Justice. Section 3.14, Construction, includes a subsection devoted to Traffic and Circulation (3.14.2.5). A discussion of the detour routes and the impact of anticipated additional use of them has been added to the EA.	Will Lapaz, John Rapf
55	Social, Economic, and Environmental Justice Impacts	Driving over the construction, or on rough, unpaved alternate routes, means significant wear and tear on the vehicle and tires and adds length to the trip.	There may be some additional wear to vehicles and delay of traffic due to rough road conditions through the construction zone or on alternate routes, but these are not considered to be a significant environmental effect.	Marilyn Renaker, Cindy and Larry Winter
56	Social, Economic, and Environmental Justice Impacts	Failure of the road during construction could cut off access to and from Hyampom.	Due to the narrowness of the roadway and the instability of the hillside, there is a possibility of road failure now. A site specific Geotechnical analysis has been prepared for this project, which included rock coring, laboratory analysis, and slope stability analysis by licensed Geotechnical Engineers in order to reduce the possibility of failure both during and after construction.	Marc Bruvy

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No.	Subject	Comment	Response	Comment From
57	Social, Economic, and Environmental Justice Impacts	The construction period is too long; which will cause significant economic hardship to local businesses (e.g., vacation rentals, Eden Botanicals, self-employed) in Hyampom. May 1-Oct 31 construction periods will adversely affect tourism, summer vacation rentals, and the Bar 717 Ranch. Road closures will cause loss of jobs at Hyampom School and other businesses in area. People who travel to outer areas for work may have to incur additional nights of lodging.	The FHWA will coordinate with the two largest employers in Hyampom, Bar 717 Ranch and Eden Botanicals and other businesses in the area to develop a communication plan for mobility in order to minimize any inconvenience or lack of access for employees and customers affected by road closures. This communication plan will become part of the Plans and Specifications for the contractors. Because the road will be open each morning and each evening, lodging outside Hyampom would not be needed. Also, in part due to public comments received on the EA, the FHWA decided to postpone reconstruction of Segments 2 and a portion of 4 to the year 2015. This will decrease the duration of reconstruction and road closures from 6 years to 3 or 4 years, followed by a break of about 5 years before work begins on Segment 2.	Honey Arey, Marc Bruvy, Kent Collard, Jennifer Lance, Will Lapaz, Marni and John Rapf, Marilyn Renaker, Al Saxton, Eberhard Schneider, Uschi Schneider
58	Social, Economic, and Environmental Justice Impacts	The project will cause significant hardship to elderly, low income, and other Hyampom residents in need of frequent trips for medical visits, food stamps, and other facilities. The project may cause delay of non-emergency medical treatment.	The project will not disproportionately affect the elderly or low income residents since all residents, to some degree, will be inconvenienced by road closures during construction. The contract will require frequent communications, signage, radio dispatch, and other measures to keep residents informed of road closure times and provisions for emergency and medical access.	Kent Collard, Jennifer Lance, Will Lapaz, Marni and John Rapf, Uschi Schneider

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No.	Subject	Comment	Response	Comment From
59	Social, Economic, and Environmental Justice Impacts	Emergency access (fire, medical, etc.) will be significantly impaired, particularly when road construction/blasting occurs along one-lane segments of road. There is no contingency plan for this. Lack of easy access during the fire season is a significant impact. Residents need to have access through the construction area for medical treatment that is immediate, although not necessarily an emergency (x-rays after falls at the Bar 717 Ranch, etc.).	The contract will require frequent communications, signage, radio dispatch, and other measures to keep residents and emergency service providers informed of road closure times and provisions for emergency and medical access. FHWA plans to coordinate with the USFS, the Hyampom Valley Fire Department, Trinity Ambulance, and other emergency providers, as well as the Bar 717 Ranch to develop an adequate contingency access plan for forest fires and other emergency response events. Delays to emergency response will be kept to a minimum, even during reconstruction of Segment 5. USFS Fire Trucks are able to use Forest Service Roads, and their dispatch keeps track of the conditions on all the various routes. If necessary, work on the construction project will be shut down in order to provide access during a fire or other emergency.	Judy Anderson, Marc Bruvy, Will Lapaz, Marni and John Rapf, Marilyn Renaker
60	Social, Economic, and Environmental Justice Impacts	How will the Hyampom school receive County services during the construction period?	The FHWA and County will coordinate with the school to minimize disruption to services.	Jennifer Lance
61	Social, Economic, and Environmental Justice Impacts	The school in Hyampom will be adversely affected and may fail due to lack of services, families moving out and few families moving in due to access restrictions.	The FHWA and County will coordinate with the school to minimize disruption to services. Because the road construction is temporary, the community makeup of Hyampom (including the number of families with children) is not expected to change.	Marc Bruvy, Jennifer Lance, Will Lapaz, Marni and John Rapf

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No.	Subject	Comment	Response	Comment From
62	Social, Economic, and Environmental Justice Impacts	The construction period is too long; which will cause significant social hardship to children enrolled in sports or other enrichment programs which require frequent trips to Hayfork and other points beyond Hyampom.	The road closure schedule will be well advertised and coordinated to the extent possible with the activities in the area. The contract will require frequent communications, signage, radio dispatch, and other measures to keep residents informed of road closure times Also, in part due to public comments received on the EA, the FHWA decided to postpone reconstruction of Segment 2 and a portion of Segment 4 until the year 2015. This will decrease the duration of reconstruction and road closures from 6 years to 3 or 4 years, followed by a break of about 5 years before work begins on Segment 2.	Jennifer Lance, Will Lapaz, Marni and John Rapf, Marilyn Renaker, Eberhard Schneider, Uschi Schneider, Cindy and Larry Winter
63	Social, Economic, and Environmental Justice Impacts	The residents of Hyampom will be shut off from attending cultural and other events in Hayfork, Weaverville, and Redding, as well as adult education classes.	The road closure schedule will be well advertised and coordinated to the extent possible with the activities in the area. The contract will require frequent communications, signage, radio dispatch, and other measures to keep residents informed of road closure times. The FHWA and County will coordinate with the school district to minimize disruption to adult education services. In addition, cultural activities generally occur during the evenings or on weekends, when there will be few road closures.	Marni and John Rapf, Marilyn Renaker
64	Social, Economic, and Environmental Justice Impacts	UPS, Federal Express and other mail deliveries will be negatively affected in terms of mobility and timely customer service.	FHWA will consult with these delivery operators (and primary customers) to develop a plan for package and mail pick up and delivery during road reconstruction/road closure periods.	Kent Collard, Will Lapaz, Uschi Schneider

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No.	Subject	Comment	Response	Comment From
65	Social, Economic, and Environmental Justice Impacts	The EA does not state that UPS makes daily pick up in Hyampom. Local UPS and FEDEX drivers have not been contacted, and it is not clear if their companies have been contacted regarding the impact the project will have on their ability to provide reliable delivery service into and out of Hyampom.	At the time that UPS and other carriers were contacted, they were not making daily pickups In Hyampom. The EA has been corrected to state that UPS now makes daily pickups in Hyampom.	Will Lapaz, John Rapf
66	Social, Economic, and Environmental Justice Impacts	There is a potential for loss of property values due to access restrictions and school failure.	Reduction in access during construction will be temporary and should not affect property values.	Jennifer Lance, Will Lapaz, Marni Rapf
67	Social, Economic, and Environmental Justice Impacts	There will be impacts to local and volunteer fundraising efforts for the Hyampom Fire Dept., Hyampom Community Council, etc.	Given that the majority of fundraising efforts for Hyampom based groups would focus on residents within Hyampom, the construction on Hyampom Road would not affect these efforts.	Marni and John Rapf
68	Social, Economic, and Environmental Justice Impacts (Logging)	Who will receive the proceeds from logging? Will hardwood be made available to locals?	Widening of the roadway corridor will require salvage cutting of trees, mostly Douglas fir. The USFS will administer the sale and procurement of these trees. The USFS may, at their discretion, make non-merchantable timber, such as hardwoods, available to the public. Where the lumber is sold will be at the discretion of whoever wins the timber sale, based on the Forest Service bid procedure. Some logs, snags, etc. would be kept for habitat mitigation	Jennifer Lance, Pat and Lindy McCaslin
69	Social, Economic, and Environmental Justice Impacts	How many local residents will be hired from the small amount of new jobs mentioned?	The eight jobs mentioned on page 70 of the EA are all local jobs.	Pat and Lindy McCaslin

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No.	Subject	Comment	Response	Comment From
70	Social, Economic, and Environmental Justice Impacts	The impacts to Hayfork have not been significantly studied. Residents of Hyampom will most likely choose to travel alternate routes out of the valley during construction periods. These alternate routes lead to Willow Creek. Shoppers from Hyampom may never return to Hayfork.	Some Hyampom and other residents will choose to use other alternate forest routes during construction seasons, as opposed to waiting for road openings. Some alternate routes out of Hyampom lead to Willow Creek, while others lead to Hayfork. Other residents will choose to time their errands to match road opening times. Given that the population of Hyampom is 10% of the population of Hayfork, if half of the Hyampom resident shift their shopping to Willow Creek, while the other half shop in Hayfork (either through alternate Forest Service roads or by timing their errands), the loss to Hayfork businesses would be 5%. However, construction personnel will be purchasing some services in Hayfork as well, which will at least partially offset this loss. After construction, shopping patterns are expected to be similar to patterns before construction.	Jennifer Lance, Marni and John Rapf
71	Social, Economic, and Environmental Justice Impacts	The EA states that the Project will have a positive impact, "…bring additional revenue to local businesses in Hyampom and Hayfork." This is false. The additional revenue will come only to Hayfork. Hyampom will see a decrease in revenue.	It is unlikely that construction workers will reside in Hyampom due to a lack of housing. However, the store in Hyampom may see an increase in sales for minor purchases by residents of Hyampom due to the road closures.	Will Lapaz, Marilyn Renaker

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No.	Subject	Comment	Response	Comment From
72	Social, Economic, and Environmental Justice Impacts	The EA appears to be adjusting data in favor of positive effects in order to "sell" the Project to Trinity County, while down playing negative effects. In three places on p. 70, regarding jobs created, the EA states that the construction period is six years. The EA seems to be saying that beneficial effects will occur for a 6-year construction period whereas negative and adverse effects will occur for the "4 to 6 year construction period."	The total amount of impact to the economy would remain the same whether the project were 4 or 6 years in duration, although the amount per year would be larger if the construction project were shorter. If the project were shorter, there would need to be additional workers to get the work completed in the shorter time.	Will Lapaz
73	Social, Economic, and Environmental Justice Impacts	Section 3.2.2.2 (Construction Phase) states: "The Proposed Project is not anticipated to induce any changes in land use patterns or affect any established populations or communities within the Project Vicinity due to remoteness of the area and lack of economic base to support growth. It will not displace housing or businesses, nor alter the general travel route between Hayfork and Hyampom." The above does not consider the full impacts to the residents of Hyampom.	The paragraph should have been in Section 3.2.2.2 (Operation Phase) instead of Section 3.2.2.2 (Construction Phase). The impacts of construction on the social and economic environment of the area, including Hyampom, are discussed in the rest of Section 3.2.2.2 (Operation Phase)	Will Lapaz
74	Social, Economic, and Environmental Justice Impacts	The improved road will degrade the remote character of the area.	Given the lack of traffic generators in the Hyampom area, the proposed project is not expected to increase traffic to Hyampom or the population of Hyampom. Therefore, the cultural characteristics of Hyampom should remain the same.	Neil Harvey

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No.	Subject	Comment	Response	Comment From
75	Social, Economic, and Environmental Justice Impacts	The project will open more access to the forest, allowing RVs into remote areas, and increasing the fire danger.	According to the USFS, RVs generally are involved in dispersed camping, particularly during hunting season. The areas they access are not directly off of Hyampom Road, but are off of Forest Development Roads (FDR). The ability of the drivers to maneuver on the FDRs is the limiting factor for the use of RVs in the area. The condition of the FDRs will not change, and therefore the proposed project will not change the access to the forest by RVs.	Larry Winter
76	Biology (Habitat Impacts)	The FONSI should address whether further design changes are feasible and have the potential to reduce impacts to mixed coniferous habitat.	FHWA and TCDOT will continue to strive to minimize impacts created by the project as the design moves forward.	Duane James (USEPA)
77	Biology (Habitat Impacts)	Are Douglas Fir and Oregon White Oak considered to be mature forest habitat?	The project will remove 237 acres of Douglas Fir and Oregon White Oak series habitat, which are considered to be mature forest habitat, although they are not old-growth forest. The EA states this on pages 120 and 125, under Section 3.9.2.4, Biology, Mature Forest Habitat.	Will Lapaz
78	Biology (Habitat Impacts)	How much land area will be permanently lost due to project construction such as nail walls, bridge abutments, and a larger roadway than currently exists?	The additional width of the roadway will permanently impact 14 acres. Bridge abutments are under paved areas, and therefore are included in that area. Retaining walls will permanently impact 0.6 acres.	Will Lapaz
79	Biology (Habitat Impacts)	Inconsistency between statements in the EA on page 174 (Construction) and 191 (Biology Mitigation) regarding timing of clearing activities.	The information on page 174 is incorrect. Tree clearing will occur between August 1 and January 31 (outside nesting season) to minimize biological impacts. Grubbing (soil-disturbing activity such as stump removal) will not begin until after May 1.	Will Lapaz

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No.	Subject	Comment	Response	Comment From
80	Biology (Invasive Species)	Weeds, invasive species, and exotic flora will move into tree removal areas following project completion. Is noxious weed prevention included in the project?	The cut and fill slopes of the reconstructed roadway have been designed to facilitate revegetation. Native species and salvaged topsoil will be used whenever possible, and material specifications (seed, mulch, soil) will be included in the contract to prohibit use of weedy and noxious species. Also, the construction contract will specify a revegetation seed mixture recommended by the USFS. Local sources may be used if available; however, additional commercial sources of native seed may be needed.	Will Lapaz, Pat and Lindy McCaslin
81	Biology (Impacts To Fisheries)	Impacts to salmon are significant. Construction will increase sedimentation in Hayfork Creek even with BMPs. This will harm coho and chinook salmon, which will adversely affect the commercial fisheries in South Fork and mainstem of the Trinity River, and the mainstem of the Klamath River. There is potential for construction debris and commercial fertilizers to enter Hayfork Creek from hydroseeding activities. Water drafting will increase water temperatures. Projects should be delayed for 5 or more years until the salmon recovers.	Overall the project will result in reduced impacts to water quality. Although there is potential for increased erosion during the construction of the roadway, the work will not occur during the rainy season, and best management practices will reduce, although not eliminate, this potential. There are restrictions on water drafting to ensure that it does not adversely affect fish. Consultation with NOAA Fisheries concluded that the project may affect, but is not likely to adversely affect, the Southern Oregon/Northern California Coast (SONCC) coho salmon. As such, impacts are not considered significant. Construction of Segment 2 and portions of Segment 4, which are in close proximity to Hayfork Creek, are now not scheduled to occur until 2015. However, the project is expected to have negligible effect to salmon regardless of when it is constructed.	Joseph Bower, Marc Bruvy Robert Franklin, Bill Huber, Jennifer Lance, Will Lapaz, Marni and John Rapf, David Rosenstein, Marilyn Renaker, Eberhard Schneider
82	Biology (Impacts To Fisheries)	Were impacts of summer thunderstorms taken into account for impacts to salmon?	Yes, all weather events were included in the evaluation of impacts to salmon. Contractors will be required to have erosion control measures in place throughout construction, until disturbed surfaces have been revegetated or stabilized. See mitigation measures on Page 103, Section 3.7.5.1 of the EA.	Bill Huber

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No.	Subject	Comment	Response	Comment From
83	Biology (Impacts To Wildlife)	The environmental effects from construction on wildlife populations has not been well enough addressed in the EA.	The EA provides a summary of the impacts on wildlife. All impacts to wildlife were evaluated in detail in several technical reports; including *Analysis of State Special-status Species, Forest Highway 114, Hyampom Road.* October 4, 2004 *Biological Assessment, California Forest Highway 114, Hyampom Road.* November 2004 *Biological Evaluation, California Forest Highway 114, Hyampom Road.* May 26, 2004 *Mollusk Survey Results for the California Forest Highway 114 Hyampom Road Project.* April 23, 2004. *Results of Special-Status Plant Surveys for the California Forest Highway 114 (Hyampom Road) Project.* April 2004 *Sensitive Plant Biological Evaluation for the California Forest Highway 114 (Hyampom Road) Project.* April 2004 *Wildlife Technical Report, Forest Highway 114, Hyampom Road.* October 4, 2004 Trinity County prepared a similar set of reports for Segment 3, which are also summarized in the EA.	Marc Bruvy, Neil Harvey, Marni Rapf
84	Biology (Impacts To Wildlife)	There will be significant impacts to wildlife and other threatened and endangered species. Road reconstruction will remove some of their habitat and trails. During construction the noise, dust, water quality, etc. will affect many species (NSO, bald eagle, osprey, marbled murrelet, etc). Many plant and animal species are already threatened or endangered in the project area.	Based on consultation with the US Fish and Wildlife Service, the project will have the following effects on the species mentioned. NSO – Adverse effect. The "take" assigned to the project for the impacts to NSO is the loss of one nesting site, which is considered to be a fairly low level of impact considering the number of nesting pairs in the area. Bald Eagle – May affect, not likely to adversely effect. Osprey - May affect, not likely to adversely effect. Marbled Murralet – No effect (the project is outside the range for this species) None of these effects are considered significant.	Pat and Lindy McCaslin, Marni and John Rapf

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No.	Subject	Comment	Response	Comment From
85	Biology (Impacts To Wildlife)	Extensive tree removal of old growth forests will significantly harm NSO and its critical habitat, the bald eagle and other sensitive species and the ecosystem. Removal of trees is a permanent significant impact. Replanting trees will not replace old growth habitat for 100-200 years. The FHWA needs to reduce tree removal through project redesign.	The FHWA consulted with the USFWS on NSO and bald eagles. Although the USFWS Biological Opinion indicated that the project will have an adverse effect on the NSO and its critical habitat, the adverse effect would not jeopardize the continued existence of the NSO or adversely modify or affect the functions of its critical habitat. The "take" assigned to the project for the impacts to NSO is the loss of one nesting site, which is considered to be a fairly low level of impact considering the number of nesting pairs in the area. The USFWS also indicated the project may affect, but is unlikely to adversely affect, the bald eagle. The removal of 237 acres of vegetation (not all of it containing trees) constitutes a small percentage of the overall habitat in the forest area. All but 14 acres will be revegetated, albeit with native grasses and forbs rather than trees since areas adjacent to roadways need to remain free of fixed barriers (including trees) to provide a safer and more forgiving roadside. According to the USFWS's Biological Opinion, "No Late-Successional Reserves (LSRs) are affected by the proposed action." LSR are set aside for management for wildlife habitat. Although the project will impact up to 21 acres of an NSO critical habitat unit (CHU), this represents less than 0.2% of the more than 12,000 acre unit. The 21 acres impacted includes the existing road. The loss of primary constituent elements on approximately 21 acres within this large CHU is of relatively low importance given the primary function of this CHU at the landscape scale, and the relatively small area of impacts. In addition, the USFWS indicated that "The existing roadway likely compromises the function of the adjacent critical habitat," further reducing the impact of the removal on the NSO.	Joseph Bower, John Rapf Jennifer Lance, David Rosenstein, Eberhard Schneider
86	Biology (Impacts To Wildlife)	Will there be a limited operating period for NSO?	As indicated on page 83 of the EA, a limited operating period will be instituted if a NSO nest is located within 1.6 km (1.0 mi.) of the construction limits. See page 83 for more detail on the restrictions	Pat and Lindy McCaslin

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No.	Subject	Comment	Response	Comment From
87	Biology (Impacts To Wildlife)	I am reading Table 24 this way: When a species is listed with an effect of - "Not likely to adversely affect," it is indicating that the species is on the project site, and it will be impacted. Due to the limited scope of the project, the preparers of the report feel that these species will be affected but not adversely as a whole population. Certainly the individuals on the site will be affected and fall within the definition of "take". Table 24 also lists species that could be found in the habitat but were not found during site surveys. All of these species are listed as 'No effect" because they were not on the site during surveys.	"Not likely to adversely affect" means that there is some potential to affect the species (either because it is present or because appropriate habitat for it is present), but the effects are either "insignificant" (relating to the size of the impact) or "discountable" (extremely unlikely to occur). An adverse effect to one individual means that a finding of "may affect but not likely to adversely affect" is not appropriate. Surveys are used along with the best available information and coordination with wildlife experts in making these determinations.	Will Lapaz
88	Biology (Impacts To Wildlife)	Page 122 – 123 of the EA states that all 8 sensitive species where surveyed within the Proposed Project Site. Then it goes on to say that 3 of the species were not found on the site.	Surveys were conducted for 8 species, but only 5 of those species were found in the area.	Will Lapaz

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No.	Subject	Comment	Response	Comment From
89	Biology (Special Status Plant Species)	There is an inconsistency between page 122 and Table 24. There are three Federal plant Species of Concern in the Project Vicinity. On p. 122 under Special-Status Plant Species, it says that there are no records of federally or state listed plant species or federal species of concern in the Project Vicinity. However, it goes on to say that 3 species were sighted in the Action Area - all of which are federal species of concern. Table 2 fails to list impacts to Threatened and Endangered plant species	Table 24 and page 122 have been corrected. Federal "species of concern" has a specific meaning under the Endangered Species Act. There are no Threatened and Endangered plant species in the area.	Will Lapaz

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No.	Subject	Comment	Response	Comment From
90	Biology (Revegetation Plan)	Do you have a revegetation plan? Will you be using all native species, with the seeds collected within the local area? I would like to see some trees, bushes, forbs, ferns, mosses, not just grasses and forbs. What type of herbaceous plants are planned to be installed by seed and by what method? Do you have a source for native grasses and other herbaceous plant which primarily hold the soil in place? How will you enhance the subsoil or bedrock to accept plant growth? Will more heavy riprap be in the Hayfork Creek flood plain? Can riparian trees be planted in there, possibly in large vertical culverts? Don't use fertilizer because it will promote weed growth rather than native plant growth.	A more detailed revegetation plan will be developed in consultation with the USFS staff during final project design. Trees and shrubs are not included in the seed mix because the areas adjacent to roadways need to remain free of fixed barriers (including trees and shrubs) to provide a safer and more forgiving roadside. Generally seed is placed by hydroseeding. Native species will be obtained from commercial growers. Salvaged topsoil will be used when possible. A small amount of additional riprap will be required in the Hayfork Creek floodplain. Planting trees in the riprap is not included as part of the project. The soil in the area and the seed mix will be tested at a lab to determine which fertilizer mix should be used for the best results. Trees and shrubs may be planted in some of the wider, flatter areas, such as in the ravine fill areas, and where the road is being realigned Native trees would be planted from cuttings or container stock obtained from commercial growers. Trees would only be planted in disturbed areas that are outside of the road corridor, where they would not interfere with sight distance or safety.	Will Lapaz, Pat and Lindy McCaslin, Richard Messenger
91	Biology (Revegetation Plan)	It says disturbed areas will be maintained until they are successfully revegetated. What if this takes many years? Does this include the batch plants, rock crushing, spoils/fill, and storage sites also?	One of the requirements of the NPDES (National Pollution Discharge and Elimination System) permit is that vegetation reaches a level of at least 70% of the vegetation density of adjacent areas before the permit can be closed. This generally takes three or more years after construction. Part of Trinity County's commitment to this project is that they will maintain the revegetated areas after construction until the NPDES permit can be closed. NPDES permits cover all areas affected by the project, including batch plants, etc.	Pat and Lindy McCaslin

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No.	Subject	Comment	Response	Comment From
92	Floodplains	The project will adversely affect floodplains by elevating the road 3 meters along Hayfork Creek. Why isn't the road reconstruction completely out of the floodplain?	The proposed project is designed to reduce roadway flooding in the project area, creating a beneficial effect. Raising the road out of the floodplain will cause floodplain elevations to rise by 1.0 foot or less in Segments 2 and 3, which is within FEMA recommendations. No populated areas will be affected by this small increase in level. Building entirely outside the floodplain would leave the existing road bench within the floodplain while at the same time requiring large new cuts further up on the hillside, creating much larger environmental impacts. The only part of the floodplain which will be filled is the existing roadway areas which are within the floodplain.	Pat and Lindy McCaslin, Eberhard and Uschi Schneider
93	Wetlands And Other Waters Of The U.S.	The loss of wetlands is significant. The conceptual wetland mitigation plan is inadequate and does not provide "in kind" mitigation.	The total loss of wetlands for the project is 0.096 hectares (0.24 acres). These wetlands consist of very small wet meadows, springs, and seeps adjacent to the existing road, with no continuity and little habitat value. The proposed project will require a permit from the U.S. Army Corps of Engineers (USACOE). The USACOE has not commented to date on the conceptual wetland mitigation plan. The final mitigation plan will be subject to USACOE approval. Wetland impacts will be replaced in accordance with, and as required by, the USACOE. Wetlands are normally replaced in kind, or, if that is not practicable, at higher ratios with a different kind of wetland. It is not possible to replace certain kinds of wetlands, such as seeps, in kind. The most important consideration is replacing or improving upon the functions of the affected wetlands.	Will Lapaz, Pat and Lindy McCaslin
94	Wetlands And Other Waters Of The U.S.	There is an inconsistency on Page 100: the text says 0.26 ac in Segment 3, but that is not included in Table 22.	The text has been corrected to say 0.21 acres in Hayfork Creek will be lost for the rock slope protection.	Will Lapaz

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No.	Subject	Comment	Response	Comment From
95	Wetlands And Other Waters Of The U.S.	The EA does not present a figure or map showing the location of lost wetlands and other waters, which is typically required.	The wetland impacts are scattered over more than 40 locations, each of which is very small. Administrative drafts of the EA did include maps of all these impacts, but providing this much detail required 18 pages of 11x17 color foldouts. Because the overall impact is small, it was decided this was too much detail compared to the relative impact. Detailed technical studies containing maps of the waters of the US and project impacts were referred to in the EA and made available to the public at locations disclosed in the EA (Section 5.1.3) and in the Public Notice of availability of the EA. Copies of technical reports are also available upon request.	Will Lapaz
96	Wetlands And Other Waters Of The U.S.	How is Forest Service maintenance of the mitigation sites funded after project construction?	The wetland mitigation area will become part of the general forest habitat managed by the Forest Service.	Will Lapaz, Pat and Lindy McCaslin
97	Water Resources	How were the 100 year culverts sized (what method or formula)? The EA should provide more detail on culverts (size and structure), hydrological connectivity, and the potential for wildlife crossings. It looks like the new culverts will be installed way above and below the fill. How long are the longest culverts? Does that whole area need to be cleared of all vegetation? How much of an area?	The exact number and size of the culverts will be determined during final design. The proposed project will provide many more culverts than currently exist, and they will be sized for 100 year floods (as calculated by the Rational Formula), which will minimize impacts to aquatic resources and preserve hydraulic connectivity by minimizing diversion of streams from one drainage to another. In general, the new culverts will go only from one side of the roadway to the other. When the downstream side of the culvert is on a very steep fill slope, the culvert will be extended to the bottom of the fill to avoid erosion. No additional clearing of vegetation is needed for culverts. Where feasible, FHWA will design culverts for wildlife passage (more possible along Segment 2 near Hayfork Creek). At least one culvert (in Segment 3) will be replaced by a bridge.	Duane James (USEPA), Pat and Lindy McCaslin

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No.	Subject	Comment	Response	Comment From
98	Water Resources	What is ordinary high water? Abutments of the new Little Creek Bridge and other tributary bridge and pipe replacements will have no permanent effect because they are out of ordinary high water. Where is the new Little Creek crossing located?	As indicated on page 95 of the EA, ordinary high water is defined by "the line eroded into the sediments along the upper edge of the flowing water at its 'normal' summer-season level." Observations in early June were used to determine the ordinary high water mark for this project. So the bridge abutment will be under water only during flood events, reducing the risk of erosion around the abutments. The new Little Creek Bridge will be located immediately downstream of the existing bridge, between the existing bridge and Hayfork Creek.	Pat and Lindy McCaslin
99	Water Resources	Best Management Practices will not reduce sedimentation, pollutant runoff, and other adverse affects to water quality from massive earth movement and filling activities during 6 years of construction.	Overall, the project will result in reduced impacts to water quality. Although there is potential for increased erosion and pollutant runoff during the construction of the roadway, the work will not occur during the rainy season, and best management practices (including a comprehensive Stormwater Pollution Prevention Plan) will reduce this potential.	Joseph Bower, Will Lapaz, Marni and John Rapf
100	Water Resources	Is there an erosion control plan? What will happen with the additional runoff generated? How will the sediment be kept out of the smaller creeks as well as Hayfork Creek?	A Stormwater Pollution Prevention Plan will need to be developed to obtain a National Pollution Discharge and Elimination System permit. Implementing Best Management Practices (BMP) during project construction will serve to avoid and reduce adverse direct effects, including sediment effects. The project will include more culverts than there are currently, better dispersing water runoff, including the additional runoff created by the wider roadway.	Will Lapaz
101	Water Resources	The dry weather season is from May1 until 0ct 31. If there is adverse weather in May, will no work occur if the ground is saturated?	Work will not take place if the ground is saturated.	Pat and Lindy McCaslin

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No.	Subject	Comment	Response	Comment From
102	Noise	The EA does not provide evaluation of potential noise impacts from road construction at the Trinity County Maintenance Yard in Hyampom.	According to Carl Bonomini, Director of Transportation for Trinity County, the County Maintenance Yard will not be used for any of the contracts for Segments 2-5. This yard is located too remotely (10 miles or more) from the project area.	Will Lapaz, Marni and John Rapf
103	Air Quality	Air pollutants from dust and asbestos will be significant and increase cancer rates among residents.	The proposed project, with dust mitigation measures, is not expected to create air quality impacts. Geotechnical studies, including core drilling, have indicated no asbestos-bearing rock within the project area.	Marni and John Rapf
104	Cultural Resources	The FONSI should commit to specific mitigation measures for impacts to cultural resources.	Based on consultation with the California State Historic Preservation Officer (SHPO), there is only one site that is potentially historic, a work camp adjacent to the roadway. Its eligibility for listing in the National Register of Historic Places cannot be determined at this time. More research will be done on this site prior to construction in the vicinity in order to determine its eligibility. If it is eligible for listing, mitigation for impacts to the site will be coordinated with the SHPO.	Duane James (USEPA)
105	Cultural Resources	The project will permanently harm archaeological, historical, and cultural resources. Road reconstruction will harm cultural resources, including a traditional picnic site at Dinner Gulch. A mitigation plan is necessary for cultural resources that cannot be avoided.	Based on consultation with the California State Historic Preservation Officer (SHPO), there is only one site that is potentially historic, a work camp adjacent to the roadway. Its eligibility for listing in the National Register of Historic Places cannot be determined at this time. More research will be done on this site prior to construction in the vicinity in order to determine its eligibility. If it is eligible for listing, all mitigation for impacts to the site will be coordinated with the SHPO. Information about parking and picnicking at perennial stream crossings has been added to the EA. Most of the perennial streams will still have wide areas to pull out because the new roadway will deviate from the existing alignment.	Jennifer Lance, Richard Messenger, David Rosenstein

TABLE A
Environmental Assessment for Forest Highway 114, Hyampom Road: Comments and Responses

No.	Subject	Comment	Response	Comment From
106	Cultural Resources	The country culture of the area is being disregarded. The traditional pullouts at the perennial creeks, including Dinner Gulch, are an important part of the community's culture. What will happen to these pullouts?	Pullouts will be included at Dinner Gulch and Big Canyon. Most of the perennial streams will still have wide areas to pull out because the new roadway will deviate from the existing alignment. Information about parking and picnicking at perennial stream crossings has been added to the EA.	Pat and Lindy McCaslin
107	Cultural Resources	There should be paid Native American Monitors on site.	Since there are no known Native American sites, FHWA will not pay for a monitor. A mitigation plan will be included in the Plans and Specifications that will include work stoppage and consultation with the SHPO and the tribe in the event that a cultural or archaeological site is uncovered during project construction.	Will Lapaz
108	Visual Impacts	Construction activities will create significant negative visual impacts.	Although the visual character of the area will be negatively affected during construction, they are not considered significant because they are temporary.	Pat and Lindy McCaslin, Marni and John Rapf
109	Visual Impacts	Don't want to see 237 acres of forest cleared. The reconstructed road will adversely alter the existing scenic quality along Hyampom Road. The current road is a tourist attraction; reconstruction and tree removal will obliterate the scenic quality of the Hyampom Road corridor. Vistas are not better than the existing intimate, partially closed-in, tree-lined roadway.	The FHWA and Trinity County continue to work to minimize the impacts of the project. For instance, as a result of reducing the design speed and the roadway width in response to public comments, in Segment 5 the impact of the project has been reduced from 54 acres to 27 acres of disturbance, Although the proposed project would create a slightly wider and less curvy roadway than currently exists, the resulting road would still be a slow speed, winding rural road designed to fit the terrain. The reconstructed road and removal of trees will create a changed but not necessarily less interesting or less visually pleasing landscape. The project, particularly along Segment 5, will ultimately afford tourists broader vistas and viewing opportunities of the forest and Hayfork Creek Gorge compared to the existing setting.	Kent Collard, Will Lapaz,, Pat and Lindy McCaslin, Richard Messenger, Marilyn Renaker

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No.	Subject	Comment	Response	Comment From
110	Visual Impacts	The sentence in Table 2: "Most of the forest vegetation removal will be temporary, since disturbed soil areas will be reseeded" is false. All revegetation will be with "low-growing plant species" not trees. The sentence: "Replacement vegetation will take several years to mature" is false for the same reason.	In this case, most of the revegetation will be of a different type than the current vegetation. Some tree seedlings may be planted in the ravine fill areas that are far enough from the road so that the trees will not interfere with sight distance or threatening the roadway. Table 2 has been corrected to indicate that the majority of revegetation will not be forest species. Whether the vegetation is trees or other materials, it will take several years for the vegetation to reach a steady, mature state.	Will Lapaz
111	Visual Impacts	What is the vertical measurement of cut slopes in areas such as Segment 5 that have steep slopes of 80 degrees or more?	The steepest proposed cut slope is 75 degrees, and the average cut is 56 degrees. In general the cuts are 6 to 10 feet taller than the existing cuts. Due to the height of the existing cuts, the additional height will be above the visual range of drivers and passengers, so the difference will not be noticeable. In segment 5 there are seven locations where the cuts are about 55 feet high at their highest point. These match the existing cut heights or are 6 to 10 feet taller than the existing cuts. The tallest cut will be 78 feet high. This information has been added to the EA.	Will Lapaz
112	Visual Impacts	Will cut slopes be terraced in places to allow for the planting of woody vegetation including trees which would help to hide the bare slope after time?	There is no current plan to step or terrace the cut slopes. Terracing would increase the slope heights and amount of disturbed habitat. In addition, terracing would greatly increase the cost to construct the slopes due to increased height and difficulty of construction, and increased spoils to dispose of. Terraces also serve as ramps that propel rockfall out into the travel lanes.	Will Lapaz
113	Construction Impacts	Construction will take more than 6 years.	Based on previous experience with similar projects, the FHWA believes that the construction can be completed in 6 years. Segments 3, 5, and part of 4 can be completed in 3-4 years. Construction of Segment 2 and a portion of Segment 4 is now postponed until year 2015, providing a 5-year break in the construction schedule.	Al Saxton

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Environmental Assessment for Forest Highway 114, Hyampom Road: Comments and Responses

No.	Subject	Comment	Response	Comment From
114	Construction Impacts	Will access be maintained to resident's driveways during construction seasons?	Provisions in the contract will require that access to residential driveways be provided at all times when the road is open.	Richard Cheney
115	Construction Impacts	TCDOT and FHWA need to make repairs to Hyampom Road simultaneously to reduce overall construction time, save money, and minimize disruptions.	FHWA will make every effort to coordinate with TCDOT to make construction schedules (and road closures) concurrent to the extent possible. Funding and the completion of design will influence the schedule for each project. If two sections of the road are under construction at the same time, it will likely cost more than if they were done separately due to the difficulties of getting materials through the first construction area to the second construction area. Also, in part due to public comments received on the EA, the FHWA decided to postpone reconstruction of Segment 2 and a portion of Segment 4 until the year 2015. This will decrease the duration of construction and road closures from 6 years to 3 or 4 years, followed by a break of about 5 years before work begins on Segment 2.	Kent Collard
116	Construction Impacts	How many acres of road cuts are you proposing?	There will be 237 acres of cuts and fills.	Will Lapaz
117	Construction Impacts	Where will additional cut material be disposed of? Will the old mine west of Nine Mile Bridge be used as a waste site? We have been told that most pullouts will remain. Is that because this is where you must store all your fill spoils?	Excess material generated by the project will go in designated waste areas, primarily within ravine fills. The old mine area was investigated as a possible waste site, but will not be included in the project. Some pullouts will be created by areas where the new road will deviate from the existing alignment, including at Dinner Gulch and Big Canyon. Some existing pullouts may be used during construction to temporarily store material, but the material will not be placed there permanently.	Pat and Lindy McCaslin, Richard Messenger

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No.	Subject	Comment	Response	Comment From
118	Construction Impacts	The EA needs to identify the location and number of asphalt batch plants and their potential impacts.	The contractor will make the decision regarding the number and location of batch plants and other construction equipment. The contractor will be required to comply with all environmental requirements, including assessing the site for environmental impacts, controlling hazardous materials, and winterizing between construction seasons. The old mining area near Nine Mile Bridge will not be used for fill material or for a batch plant.	Pat and Lindy McCaslin, Richard Messenger
119	Construction Impacts	What will happen to the removed asphalt and old cars?	The removed asphalt will be included in the waste areas (ravine fills) on the project site. All waste materials that are not suitable for placement in fill (such as old cars) will be disposed of in appropriate landfills.	Pat and Lindy McCaslin, Richard Messenger
120	Construction Impacts (Logging)	Is the timber being removed only where large slopes must be cut out or in other areas also? Logging of extremely steep and unstable FS ground has not been attempted in the recent past – how will this be done? Will the timber help to fund the project? Will large trees be removed from Riparian Reserves? If so what are the mitigations?	Timber will only be removed within the construction limits, which includes only those areas that must be reshaped as part of the project. Logging is often done on very steep slopes; the logging system used will be identified in the timber sale contract, based on the Forest Service bid procedure. The proceeds from the timber sale will go to the Forest Service, and will not be used toward the roadway project. Some trees will be removed from Riparian Reserves. There will be a special seeding mix for riparian areas. Riparian trees may be replaced in kind if they are outside of the road corridor and safety zone. However, one to one replanting will not be feasible.	Pat and Lindy McCaslin
121	Miscellaneous (TCDOT EIR Process)	There were various questions regarding CEQA/NEPA process, and how road segments, alignment, etc. were drawn.	Answers were provided in transcripts from April 5 and 6, 2006 public hearings and e-mail correspondence from Jan Smith, TCDOT, Senior Environmental Compliance Specialist, to John Rapf, dated April 11, 2006.	Roger Jaegel, Jan Mountjoy, Marni and John Rapf, Marvin Stewart, Don Williams
122	Miscellaneous (Engineering Terms)	There were various questions regarding engineering terms used in roadway design and construction (i.e. roadway buttress, soil nail wall, etc.)	Answers were provided in transcripts from April 5 and 6, 2006 public hearings and under Section 3.14, Construction (Methods of Construction) in EA.	Pat and Lindy McCaslin

Appendix B
Comment Letters/E-mails/Public Hearing Comments

TABLE B
Index of Comments on the Hyampom EA made by Organizations and Members of the Public

Name	Organization	Comment Type	Date	Comment Number
Duane James, Manager	Environmental Review Office, USEPA	L	04/19/06	40, 76, 97, 104
Robert Franklin	Hoopa Valley Tribal Fisheries Department	E	04/19/06	1,14, 81
Judy Anderson		E	04/19/06	1, 8, 18, 22, 24, 34, 49, 59
Honey Arey		H	04/05/06	7, 22, 57
Joseph Bower	Citizens for Better Forestry	H	04/06/06	1, 7, 19, 20, 22, 24, 34, 37, 81, 85, 99
		L	04/09/06	
Marc Bruvy		E	04/19/06	1, 20, 34, 49, 56, 57, 59, 61, 81, 83
Jay Carr		H	04/05/06	32
Richard Cheney		H	04/06/06	47, 114
Kent Collard	The Bar 717 Ranch	L	04/18/06	7, 19, 20, 24, 34, 57, 58, 64, 109, 115
Charlene Dunitz		H	04/06/06	32
Neil Harvey		H	04/05/06	1, 2, 7, 8, 11, 13, 19, 20, 21, 22, 26, 29, 30, 31, 34, 49, 50, 74, 83
		H	04/06/06	
		L	04/18/06	
Bill Huber		L	04/05/06	15, 81, 82
Roger Jaegel		H	04/06/06	121
Jennifer Lance		E	03/21/06	1, 34, 49, 57, 58, 60, 61, 62, 66, 68, 70, 81, 85, 105
		E	04/03/06	
		H	04/05/06	
		E	04/07/06	
		E	04/10/06	
Will Lapaz		L	04/04/06	1, 11, 14, 16, 17, 18, 19, 20, 22, 26, 29, 31, 33, 34, 39, 45, 47, 49, 50, 51, 54, 57, 58, 59, 61, 62, 64, 65, 66, 71, 72, 73, 77, 78, 79, 80, 81, 87, 88, 89, 90, 93, 94, 95, 99, 100, 102, 107, 109, 110, 111, 112, 116
		H	04/05/06	
		H	04/06/06	
		L	04/18/06	
		L	04/18/06	

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Name	Organization	Comment Type	Date	Comment Number
Pat and Lindy McCaslin		H	04/05/06	1, 3, 4, 5, 6, 7, 8, 15, 16, 20, 22, 23, 34, 38, 41, 42, 43, 44, 46, 51, 68, 69, 75, 80, 84, 86, 90, 91, 92, 93, 96, 97, 98, 101, 106, 108, 109, 117, 118, 119, 120, 122
		E	04/18/06	
Richard Messenger		H	04/05/06	1, 6, 20, 22, 34, 51, 90, 105, 109, 117, 118, 119
		L	04/19/06	
Jan Mountjoy		H	04/06/06	34, 47, 121
John Rapf	Butter Creek Ranch	H	04/05/06	1, 8, 9, 12, 13, 25, 39, 47, 48, 49, 50, 53, 54, 65, 85, 121
		E	04/12/06	
		L	04/17/06	
Marni Rapf	Butter Creek Ranch	E	03/21/06	1, 7, 13, 20, 24, 39, 45, 46, 49, 57, 58, 61, 66, 83, 121
		H	04/05/06	
		E	04/11/06	
		L	04/19/06	
Marni and John Rapf	Butter Creek Ranch	L	04/03/06	20, 22, 24, 26, 34, 46, 47, 49, 50, 57, 58, 59, 61, 62, 63, 67, 70, 81, 84, 99, 102, 103, 108
		E	04/16/06	
Marilyn Renaker		E	04/18/06	1, 27, 34, 47, 55, 57, 59, 62, 63, 71, 81, 109
David Rosenstein		E	03/30/06	34, 81, 85, 105
Al Saxton		L	04/12/06	7, 19, 20, 22, 24, 26, 34, 35, 57, 113
Eberhard Schneider	Old Garrett Ranch	E	04/19/06	1, 3, 7, 20, 28, 49, 50, 53, 57, 62, 81, 85, 92
		L	04/19/06	
Uschi Schneider	Old Garrett Ranch	H	04/05/06	1, 26, 34, 46, 49, 51, 57, 58, 62, 64, 92
		E	04/18/06	
		E	04/19/06	
		L	04/19/06	
Marvin Stewart		H	04/06/06	10, 32, 121
Marianne Strong		H	04/05/06	52
Cynthia Tarwater		E	04/18/06	20, 24, 34
Don Williams		H	04/06/06	20, 121
Cindy Winter		L	04/18/06	1, 49, 51, 55, 62

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Name	Organization	Comment Type	Date	Comment Number
Larry Winter		H	04/05/06	1, 49, 51, 55, 62
Jim Wobser		H	04/05/06	10

L= Letter
E = Email
H = Public Hearing